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Lacking some issues.



ontario traffic safety

Published in the interest of traffic accident prevention by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.

Keynote Speakers for Lakehead Road Safety Workshops



LAWRENCE C. RICE, president of American Motors (Canada) Limited will be the special guest speaker at the Friday, January 17 luncheon. Mr. Rice has had wide experience in the automobile industry and was formerly director of sales and marketing with world-wide responsibilities for Rootes Motors Limited of England, a subsidiary of the Chrysler Corp.



ROSS G. WILCOX, a civil engineer by profession, has been engaged in various aspects of automotive safety, including traffic engineering and research, traffic safety education, highway promotion and writing for more than 20 years. He will be guest speaker at the Saturday January 18th luncheon.

For the past six years he has served as executive secretary of the Safe Winter Driving League. In this position he is responsible for conducting a traffic safety educational program aimed at reducing the hazards of winter driving. For the past 10 years he has also served as vice-chairman of the National Safety Council's committee on winter driving hazards.

Traffic Deaths Down During Safe-Driving Week

Traffic deaths during Canada's Safe-Driving Week campaign (December 1 to 7 incl.) shot down to 49. According to the Canada Safety Council, the results are the lowest in 10 years and the third lowest since the campaign was started in 1956. Safe-Driving Week is sponsored annually by the Canada Safety Council in co-operation with the news media, all governments, safety organizations and law enforcement groups and numerous national, provincial and local associations and service clubs.

Results of past Safe-Driving Week campaigns are as follows (figures in brackets): 1956 (67); 1957 (47); 1958 (43); 1959 (52); 1960 (57); 1961 (55); 1962 (70); 1963 (59); 1964 (61); 1965 (78); 1966 (77); 1967 (83).

"This is the most encouraging

news we have had this year", commented Norman H. Bell, President of the Canada Safety Council, who added that the campaign was being repeated each year because it had consistently helped bring about a reduction in traffic deaths far below the weekly average of 100-plus recorded during the months of November and December. The campaign sparks safety activities in hundreds of communities across the nation.

"The consistent reduction of traffic deaths recorded between December 1 and 7 during the past twelve years cannot be attributed to chance alone," said Mr. Bell. This is conclusive proof that public education, collective effort and goodwill can bring results.

The Governor - General of Canada has signed certificates

of commendation to 43 Canadian cities with a population of more than 40,000 which completed Safe-Driving Week without a traffic fatality. A total of 55 cities are eligible for the award. These certificates will be presented to the Mayors of these communities by the Provincial Safety Councils.

The names of the Ontario commendation - winning cities are:

Brantford	Burlington
Cornwall	Fort William
Guelph	Kingston
London	Niagara Falls
North Bay	Oakville
Oshawa	Ottawa
Port Arthur	Sarnia
Sault Ste. Marie	
St. Catharines	

Road Safety Workshops Move to Northern Ont.

The residents of Ontario's northwest will have the opportunity of taking part in an informative road safety program later this month. The Ontario Department of Transport has chosen the area's main centre, the Lakehead, as the location for its 15th Road Safety Workshops, January 16-18. It is the second time the conference has been held in the Lakehead.

During the sessions, panels of experts, and delegates will discuss the problem of motor vehicle accidents, and will consider practical and realistic solution to this complex and difficult situation for the future.

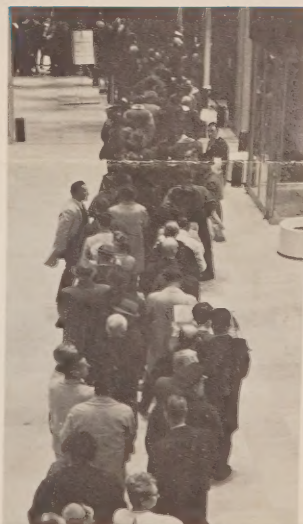
The conference will be officially opened at a luncheon to be held in the Royal Edward Hotel in Fort William on Thursday, January 16. The first workshop will offer senior officials of the Transport Department an opportunity of outlining the role their various branches play in the overall program to ensure safer streets and highways in the province.

The next three workshops will deal with traffic safety as related to engineering, enforcement and education respectively.

For the first time a special session will be held for youth, so young people will be able to express their opinions on the road safety situation as it relates to their own age group, and offer possible solutions to the problem.

This session will take place in the Coliseum, Lakehead Exhibition Grounds, Friday evening, January 17 at 7:30. This "Speak-In" will be followed by a special dance called a "Spin-Out".

The workshops will be held in the Balmoral Room of the Royal Edward Hotel, Fort William. Those attending will include municipal officials, educators, police lawyers, doctors, businessmen and leaders of community organizations. They will come from Kenora, Rainy River and Thunder Bay districts



Thousands of people lined the corridors at Queen's Park to purchase licence plates on the first day of sale. These people were in this line-up because they wanted to be. Don't delay purchasing your 1969 plates any longer, or you'll be in a similar line-up — and you won't be there by choice.

Two Trucking Heroes Receive Awards

For the first time in the 13 year history of the program, two men jointly received the 1968 Dunlop National Hero award. This award is presented annually to an individual who drives a truck professionally and has performed an outstanding act of courage above and beyond the call of duty, during his normal daily activities.

The award winners were Raymond Day and Kenneth Bartlett of Maugeville, a farming community on the Trans-Canada highway about 20 miles east of Fredericton. These men,

with complete disregard for their own safety, rescued a fellow driver and close personal friend from almost certain death in the icy waters of French Lake in Sunbury County, New Brunswick.

Both men are self-employed. Most of their work involves hauling gravel, crushed rock and asphalt for construction companies in the summertime and logs for lumber companies in the winter.

At approximately 9:30 on the morning of December 20, 1967 a man named Stanley Schriver was driving a dump truck loaded with eight tons of gravel across the bridge at Lakeville Corner on the way to Maugeville. While negotiating a sharp curve after crossing the bridge, he hit a patch of ice and started to skid.

Suddenly he saw a passenger car approaching in the opposite direction and in order to avoid a collision, he chose to steer his vehicle off the road and over a bank into French Lake.

The truck went through four or five inches of ice and turned upside down trapping Schriver inside the cab which quickly filled with water, leaving only three inches of air space on the passenger side.

Fortunately Ray Day was following a short distance behind Schriver and seeing the tire tracks leading off the road and into the lake, he immediately realized what had happened. He stopped his truck, grabbed an axe, ran across the ice and jumped on top of his friend's submerged vehicle.

He tried to pry the cab doors open but they were both stuck

fast by the ice. He then chopped some ice away from one door and dove into the freezing water to unhook the latch.

In the meantime, Ken Bartlett who was driving ahead of Stan Schriver, saw what had happened in his rear-view mirror. So he rushed back to the scene and began to help Day. The two men chopped more ice away and were able to pry one of the doors open. They grabbed their friend and dragged him from the water-filled cab onto the ice. By this time only 1½ inches of breathing space remained inside the cab.

Ken Bartlett is 26 years of age and has been driving trucks for a living since he was 18. Ray Day is also 26 years old and has been operating commercial vehicles since he was 19.



1.—George F. Plummer, left, president of Dunlop Canada Ltd., presents trophies to the joint winners of the Dunlop National Hero Award. They are: Raymond Day, centre, and Kenneth Bartlett, Ontario Prime Minister John Roberts presented the men with gold watches.

2.—Attending an adult crossing guard workshop in the Lakehead were: l to r, Const. Reginald Essa, Ontario Provincial Police; Miss Helen Matson, master, Lakehead Teachers' College; Fred Cronkite, Ontario Department of Transport; A. Benedet, Fort in a classroom safety lesson, to teach a safety song.

3.—Also assisting with the workshop were: l. to r., Walter Poshtar, vice-principal, Ogden School; Ronald Frennett, vice-principal, St. Stanislaus School; Eldred Rose, principal, Ogden School; Douglas Graham, Ontario Motor League; Staff Sgt. W. Williams, Fort William police department; Sgt. James Atcheson, Port Arthur police department.

4.—Const. Gary Chapman, Ontario Provincial Police, Whitby detachment, uses his guitar in a classroom safety lesson, to teach a safety song.

5.—A pilot course was held recently at the Transportation and Industrial Power Technology Division of Centennial College of Applied Arts and Technology, outlining the correct procedure for conducting mechanical fitness tests on used cars. Above, l to r, are Ed. Galloway, Department of Transport, Ross McKim, Burlington, Dave Marynick, Department of Transport, St. Catharines, and Vic Clarke, Department of Transport, Ottawa.

6.—Don't forget that the Highway Traffic Act states that a driver must have a clear view to the front, sides and rear of his vehicle.



Letters to the Editor

Following are some replies received to an earlier letter to the editor suggesting that drivers have some form of communicating with each other. The second suggestion below, was sent in by a reader and was part of a series of proposals made by a traffic expert, and published by the National Safety Council.

The following suggestion might be used to indicate to the oncoming car or to the car one has just passed that something is amiss.

Most of the late model cars have the four-light flashers. By a simple flick of a switch we can put on two front signals and two rear signals. Therefore if we see an oncoming car with

only one light on; or driving at full-speed with one turn signal on; or if we notice something flapping on his car top etc. etc., we could simply put on our four-light flashers. This of course would not tell him specifically what is wrong but it could be used to indicate to him that SOMETHING is wrong and common sense should then dictate that he pull over and check his lights, tires, car-top etc. etc. If this were adopted and circularized as standard, it would at least serve as a means of communication (which does not now exist) between cars.

E. E. Gould, Kenora, Ont.

* * *

"I see you . . . and will help."

All of us sometimes find ourselves blocking the road for some faster driver who wants to pass us. It would relieve the tension if we could let him know: "I see you and will give

you passing room just as soon as a safe opportunity comes."

To say this, lift your head once or twice and glance in the rear-view mirror. Even a slight tilt of the head is remarkably visible. It says: "I see you." At night, it will also help if you reach up and adjust the mirror. The following driver will see this in the glow of his headlights. Now as further courtesy, let your car drift to the right. This makes it easier for the other driver to watch for a safe passing zone, and says: "I'll co-operate as soon as I can." Few drivers, noting this, will risk an angry, unwise pass.

There is, of course, a chance that the driver behind will interpret your "drift" to mean, "If you want to pass so badly, do it now." So after the first drift return your car to its normal position. The driver behind will usually understand, drop back a safe distance and wait.

Meet A Singing Safety Officer

A little over five years ago Gary Chapman surveyed for the Metropolitan Toronto Roads Department in the daytime, and in the evening he played his guitar and sang with a group at local dances.

Now Gary is Provincial Constable Chapman, and he is still playing his guitar—only now he plays it as part of his regular job.

Constable Chapman became bored with surveying, and wanted a job with a wider variety of duties, and more challenge, so

he joined the Ontario Provincial Police force five years ago, and was stationed at Whitby.

About a year and a half ago he was appointed accident prevention officer for the Whitby OPP district and while making his visits to the 27 schools in his area, he came up with the idea of using his guitar as part of his safety program. Although he does not always bring his guitar with him, he has used it extensively in the program, and has taught thousands of children the chorus of the safety song "Lucky You".

Constable Chapman sings the verses, and then has the entire class join in with the chorus. He says that this way he not only gets across the safety message, but helps in the promotion of good relations between the police and children in the area.

He added that it is not uncommon for him to meet some of the youngsters while he is out of uniform, and to have them come over and greet him.

Now he has almost completed a new song—this one aimed at teenagers—which he hopes will help stimulate interest in safety in this age group.

Constable Chapman also writes safety messages for the local radio stations, makes tapes with brief safety messages and last year wrote a Christmas verse that earned him extensive praise and was aired not only on his local radio station, but also on several Toronto stations, and was published in a Toronto newspaper. This poem dealt with the problem of drinking and driving during the holiday season.

In the summertime when the

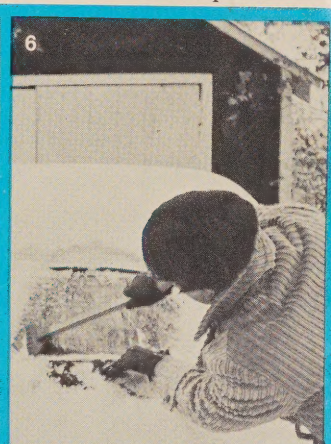
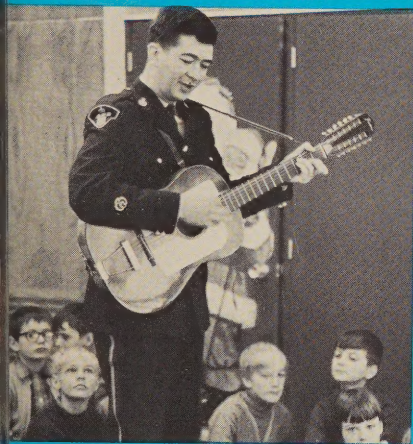
school children are on vacation Constable Chapman mans the detachment's water patrol boat on Lake Scugog.

Const. Chapman is married and has two children. His hobby is raising tropical fish. ●

Seminar in the Sault

Sault Ste. Marie recently held its second annual seminar for school crossing guards.

The 39 persons attended six sessions conducted by Dr. Andrew Hepburn, psychologist, local Board of Education; Donald Geddes and Raymond Mask, two local elementary school principals; Richard Pfeiffer, accident prevention organizer, Ontario Department of Transport, and school safety officers, Constables Frank Klein, Albert McKay and Robert Bird-Thompson. ●



Traffic Safety Roundup

BURLINGTON—The Kinsmen Club of this city hopes to raise enough money to build a Safety Village. The miniature village will provide complete facilities for training Burlington youngsters in the rules of traffic safety.

* * *

WINDSOR—Christmas shoppers in downtown Windsor were greeted by a voice urging pedestrians and motorists to use safety precautions. The Windsor Traffic and Safety Council set up a public address system on the second floor of a building and at intervals during the day urged pedestrians and motorists to exhibit greater care and attention during the holiday season.

* * *

MARKHAM—Students at James Robinson Public School in this town have completed a twelve year record without a single accident. A trophy to mark the occasion was presented by Hon. Matthew B. Dymond, Minister of Health, to Mr. Lloyd Wideman, staff supervisor of the school's 48 member school safety patrol. The trophy was donated by the Markham Unionville Lions Club.

* * *

HAMILTON—The 13th annual Christmas Safety Parade which rolled through the streets of this city was declared the "biggest and best" by Sgt. Charles Ford, head of the Hamilton police department safety division, which sponsored the parade along with the *Hamilton Spectator*, the Hamilton Safety Council and the Hamilton Trucking Council.

* * *

OAKVILLE—Awards for contributions to safety made during

the past year were presented to individuals and representatives of organizations at the recent annual safety awards dinner of the Oakville Safety Council. A certificate and pin were presented to Clemens Boegel, Oakville's oldest school crossing guard who has been serving in that capacity for about 10 years. Also receiving a certificate and pin was R. A. Farrell, who at the risk of his own life, rescued a small child from being run over last December. Making all the presentations was Safety Council president, Herman Smith. Safety certificates went to Dr. John Coyne, on behalf of the Oakville Lions Club; Bruce Adams, Oakville Rotary Club; J. M. Hopson, Optimist Club; Jean Caine, Radio Station CHWO; Daily Journal-Record; Arthur Rowan, former safety council president; W. Arch Bryce, former executive director of the Canadian Highway Safety Council.

North York Youth Group Holds Safe-Driving Rally

The active safety programs conducted over the years in North York have reached the teenagers—they have formed their own, very active North York youth safety council.

Recently they held a safe car driving rally for drivers in the 16 to 21 year age group. The rally which began and ended at the Borough of North York parking lot, covered an 80-mile route outside Metropolitan Toronto and was won by Gary Masui and Allan Pernica. All cars entered in the rally were required to have a safety check sticker from the Department of Transport issued within the last month.

Trophies, cash awards and other prizes presented to the winners, were donated by private citizens.

The youth safety council was assisted by the North York Police Department. ●



All Canada Youth Council Presents Brief to P.M.

Major recommendations on safe driving practices and procedures were presented to Ontario Prime Minister John P. Robarts recently by 10 members of the All Canada Youth Council. They are 1 to 10: Bob Ruffell, Ontario executive member; Alan McIvor, Timmins; Karl Euler, Kitchener; Peter Woolford, Kitchener, Oakville, president of the national council; Stephanie Butrey, Niagara Falls; Shelley Buckingham, Ottawa; Shirley Van Nuland, Oakville; Morris Turner, Hamilton; Bob Schippanoski, Kitchener, and Mary Kenny Windsor.

It's Danger Season for Older Pedestrians

This is the danger season when drivers need to be on the alert for older pedestrians.

Longer hours of darkness, fog, snow, sleet and rain make it harder for drivers to see and stop in time.

For their part, older persons should avoid jaywalking. When they walk, they should try to avoid the hours between 4 p.m. and midnight, and they should remember that Fridays, Saturdays, and Sundays are the worst accident days.

Drivers must see to avoid collisions with other cars or pedestrians. They should keep their headlights clean as well as their windshields. It is especially important during inclement weather to have live windshield wiper blades to insure best possible visibility. Anything less than good visibility may cause a fatal accident.

Pedestrian-motor vehicle accidents reach their peak frequency in December and remain high throughout the winter, according to Ontario's traffic accident statistics. ●

This "Elmer" float entered in the Guelph Santa Claus parade was built entirely by students—mostly school safety patrol members. The Elmer pennant was made of tissue paper of the actual pennant colors, and there were more than 80,000 pieces of facial tissue in the 34-foot long float. The float took about 250 man hours to complete.

OTC to Extend Course For Safety Officers

More safety officers in Ontario will be able to take a special teaching methods course which prepares them for their duties in elementary school classrooms.

Through the co-operation of Mr. G. L. Woodruff, director of the Teacher Education branch, Ontario Department of Education, the Ontario Traffic Conference will be extending its course so that it will now be given at three centres.

The course will be conducted at the Toronto Teacher's Col-

lege, February 3-7; the Peterborough Teachers College, March 3-7; and London Teachers College, March 24-28. It is expected that the course will be conducted at the Lakehead Teachers College next year. ●

COMING EVENTS

Jan. 13 - 17, 1969 —

Municipal Fleet Administrators course, Ontario Safety League, 208 King St. W., Toronto.

Expiry Date For 1968 Licence Plates:

Feb. 28, 1969

NEW FEES FOR PLATES

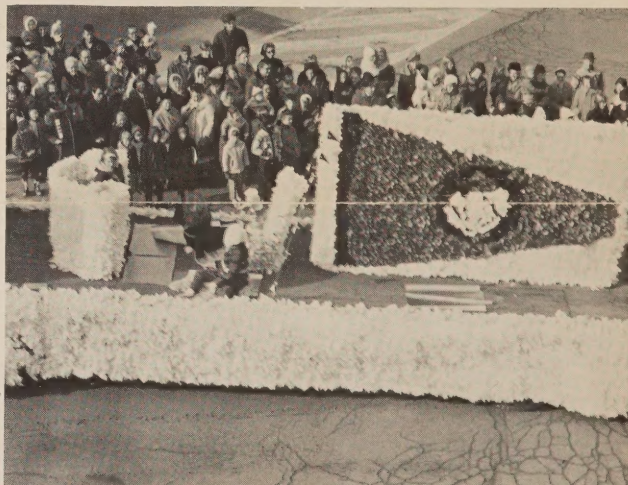
4 cylinder car	\$20
6 cylinder car	\$27.50
8 cylinder car	\$35
Motorcycles	\$10

Commercial vehicles—consult your local licence issuing agent.

Certificate of Mechanical Fitness

1969 plates cannot be issued where ownership of a used motor vehicle is being transferred, unless the prescribed certificate of mechanical fitness is produced.

Purchase Now—Avoid the Rush



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Hon. Irwin Haskett, Minister.

Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.

Marion LaVigne, Editor.



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Students in their teens and early twenties got a chance to air their views on traffic safety and to query the experts at the "Speak-In and Spin-Out" . . . a special Friday night session sponsored by the Ontario Department of Transport as part of the Road Safety Workshops Conference held in Fort William on January 16, 17 and 18. The above photo shows part of the crowd of about 1,800 which filled the Coliseum at the Lakehead Exhibition Grounds. A full story is on page 3.

Five Approaches to Safety Discussed At Road Safety Workshops Conference

Five approaches to safety were examined at the Lakehead Road Safety Workshops on January 16, 17 and 18, when more than 40 panelists and over 500 delegates got together to discuss a variety of factors that can help reduce the toll of traffic collisions.

This was the 15th in the series of Road Safety Workshops organized by the Ontario Department of Transport on a regional basis, and the second to be held at the Lakehead.

The conference looked at various ways of trying to produce greater safety, such as laws, police enforcement, driver testing and control, engineering, vehicle testing, and safety education.

One major conclusion was that attitudes and actions of drivers are the main cause of traffic collisions.

"The point that was made most often and most strongly in these sessions was the need for personal responsibility," said Walter B. G. Reynolds, Ontario's Commissioner of Highway Safety and conference coordinator.

An innovation at this conference was a Friday evening opening for teenagers called

"Road Safety Speak-In and Spin-Out". Six students took part in a panel discussion with six

adults on what young people can do to help prevent road accidents.



"Sorry . . . you'll have to turn around . . . motorized snow vehicles can't be driven in Port Arthur," Sgt. George Wyman of the Port Arthur force tells R. H. Humphries, Ontario's Registrar of Motor Vehicles, while Constable G. A. Duncan of Fort William, where motorized snow vehicles are allowed, looks on. To permit local governments to encourage winter sports activities, new provincial legislation, passed last year, permits the operation of motorized snow vehicles on highways under municipal jurisdiction, except where prohibited by by-law. Port Arthur had passed such a by-law when this photo was taken. Mr. Humphries was at the Lakehead attending the Road Safety Workshops Conference sponsored by the Transport Department.

Snow Vehicle Law Amended

Ontario's new legislation, governing the operation of motorized snow vehicles, which became effective last November 1, has now been amended to permit the operation of these vehicles on all King's Highways, except freeways.

On those King's Highways, where operation of motorized snow vehicles was previously prohibited and is now allowed, they may not travel on the actual roadway . . . that part of the highway that is ordinarily used for vehicular traffic . . . but may travel on the shoulder or right-of-way, provided that they are operated as far away from the roadway as is practicable under the circumstances.

Before entering or crossing one of these roadways, the vehicle must be brought to a complete stop, and, before entering the roadway, right of way must be yielded to all oncoming traffic which constitutes a hazard. The crossing must be made at an angle of approximately 90 degrees.

Previously, motorized snow vehicles were not permitted to travel along or across any King's Highway other than those listed in specified schedules. On those highways listed in the schedules, the vehicles may still be operated on the roadway.

Freeways where operation of motorized snow vehicles is still prohibited are: Ottawa Queensway, Queen Elizabeth Way, Highway 27 from the Queen Elizabeth Way to Highway 7, and Highways 400, 401, 402, 403, 405 and 406.

Operators of these vehicles must still obey the rules of the road and other requirements spelled out in the original legislation.

MR. RICE

Blame Drivers Not Vehicles

People who distort or exaggerate the safety role of cars or their manufacturers do great harm to the cause of traffic safety, L. G. Rice, president of American Motors (Canada) Limited, told the Friday luncheon meeting at the Lakehead Road Safety Workshops Conference. Mr. Rice was guest speaker at the luncheon.

Distortions or exaggerations "are encouraging drivers to place the blame for accidents on the vehicle, where it belongs relatively rarely, and not on themselves where it usually does belong," he said.

Mr. Rice cited provincial accident statistics showing that "vehicle defects appear to have been present in fewer than ten per cent of all accidents. Where defects were present, they appear in many cases to have been the result of carelessness or lack of maintenance on the part of the owner or driver, rather than the fault of the original manufacturer."

Very Small

"Considering the number of cars which have not been responsibly maintained by their owners, the number of accident-causing defects which can be traced to failure in the manufacturing and testing process prior to the original sale would be very small indeed," Mr. Rice said.

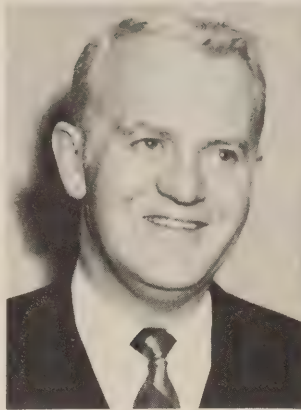
Mr. Rice said the industry recognizes two approaches to safety in car design—first, the development of features that prevent accidents from occurring; second, the minimizing of the hazards to occupants if accidents occur.

Improvements

"Constant improvement in such things as brakes, steering, visibility, tires and so on, are part of the accident prevention work of the automotive industry. In minimizing hazards to occupants, we have concentrated on such things as improved body construction with strengthened roofs for better crash and roll over protection; improved locks; improved steering wheels; better seat belts."

He urged that questions on car safety be fair and that the industry have a chance to answer them; that criticisms not distort the overall safety situation; and that government regulations take into account practical problems of production and the public's willingness to pay. ●

Speakers At Workshop Luncheons



LAWRENCE G. RICE,
president of American Motors
(Canada) Limited . . . Friday's
speaker.



ROSS G. WILCOX,
executive secretary, Safe Winter
Driving League, Chicago
. . . Saturday's speaker.

Teenager Impressed by Facts Heard at Lakehead Workshops

By Rene Marko

I feel that if more people my age were exposed to the statistics of teen-age driving and had a chance to see the film the Department of Transport supplied at the conference it would make them think about using a car. It's too plain to see how careless teen-agers are.

You can't tell me people going out to drive with the attitude that they can't be hurt, they're invincible and that everyone on the road is an expert driver and will cover for their mistakes are going to live to drive when they are thirty.

There is no way their, or should I say our, driving is going to improve unless we make driving exams more difficult and give everyone a chance to take the driver's education course. This was brought up at the conference and I am all for it and think everyone else should and would go along with this because no one likes to see lives wasted.

These kids are going to be the ones running this country in a few years and they're not going to do a good job blinded, crippled, mauled and mangled are they? I mean, how many people know how many teen-agers or young adults are killed in car accidents? How many actually care? How many really want this ridiculous slaughter of lives stopped?

After seeing the film and hearing the comments on traffic

safety and seeing what happens if people aren't safety conscious I don't think I'll ever drive a car. You would have to be a 'Richard Petty' or a 'Pale Yarborough' to keep from being killed in the next couple of years and they say the drivers are getting worse.

Honestly I believe if people could attend these workshops or should I say **take** in the workshops, and if matters could be handled the way some of the delegates suggested, the streets would be a safe place to drive not a place to lose your life! ●

COMING EVENTS

March 3-7—Ontario Traffic Conference Safety Officers teaching course, Peterborough Teachers College, Peterborough.

March 24-28—Ontario Traffic Conference Safety Officers teaching course, London Teachers College, London.

March 25—Transportation Safety Association of Ontario, Twenty-Seventh Annual Convention, Royal York Hotel, Toronto.

April 21-22—Industrial Accident Prevention Association Annual Convention, Royal York Hotel, Toronto.

June 9-12—Ontario Traffic Conference Annual Convention, Royal Edward Hotel, Fort William.

MR. WILCOX

Safe Stops In Winter

While studded snow tires increase stopping and pulling ability significantly on glare ice reinforced tire chains provide materially greater improvement according to Ross G. Wilcox, executive secretary of the Safe Winter Driving League, Chicago.

Speaking at the Saturday luncheon of the Lakehead Road Safety Workshops, in Fort William, Mr. Wilcox reported on the test findings of the National Safety Council's Committee on winter driving hazards of which he serves as Vice-Chairman.

"Under normal, dry road conditions the average braking distance of a car equipped with regular tires is about 17 feet at 20 miles per hour whereas on glare ice it may easily be as much as 150 to 200 feet," he said.

"The Council's tests have shown that regular snow tires—the kind without studs—are of no advantage over regular high way tires for stopping on ice although they do improve both traction and stopping ability in loosely packed snow. Studded snow tires reduce braking distances on ice by about 19 per cent.

Most Effective

"Most effective by far are reinforced tire chains which cut braking distances by 50 per cent," he said. "Even with chains, however, it still takes four to five times as far to stop on ice as on dry pavement."

"From the standpoint of traction of pulling ability on glare ice, studded snow tires develop about three times the pulling ability of regular tires, while reinforced tire chains provide more than seven times the pulling ability of regular tires," Wilcox added.

Test Project

The 1968 test project disclosed for the first time that when these traction devices—studded tires and chains—are used on the rear wheels only the cornering capacity of a vehicle is not materially improved. When studded tires were used on all four wheels, however, the cornering speed was increased by 24 per cent.

With studded tires on the rear wheels only, Wilcox explained, driver may easily be misled into feeling that added traction will help on a curve, only to discover that the front end of the vehicle skids out of control. ●



TOP: The six members of the youth panel at the "Speak-In" get ready to question the panel of specialists while Alderman William M. Morgan, chairman of the panel discussion gives his opening remarks. Shown left to right are: Paul Lainen, Cathy Farrell, Robert MacKay, Beverley Dziver, Alan McIvor and Mary Kenny. **BOTTOM:** The panel of specialists listen closely to a question directed at them from the audience. Shown left to right are: George A. Lacy, J. B. Humphrey, Wallace V. Dubinsky, deputy chief constable Herman Scarnati, William J. McIntyre and Herbert J. Aiken.

They Crowded in to Air Their Views At the Speak-In and Spin-Out Session

The "Speak-In and Spin-Out" on Friday evening was the "grooviest" event at the Lakehead Road Safety Workshops, when some 1800 young people jammed the Coliseum at the Lakehead Exhibition Grounds.

Students in their teens and early twenties had been invited from local schools by Fred Cronkite, the Transport Department's accident prevention officer for this district. Admission was 'free' and students wishing to attend were able to obtain tickets from the students' council.

The program was a "first" for Ontario, and probably for Canada.

PEAK-IN

The Speak-In was one of the most effective events at the Workshops, for it gave young people an unusual opportunity to take a hard look at the accident problem and have their say about it.

Six young people and six highly qualified adults took part in a panel discussion on "What young people can do to prevent bad accidents", before the meeting was thrown open for questions and discussion from the audience.

Alderman William M. Morgan, vice-principal of Hammarskjold High School, in Port Arthur, was chairman for the panel discussion and the six young people who took part were: Beverley Dziver of Fort William; Cathy Farrell of Lakehead University; Mary Kenny of the University of Windsor; Paul Lainen of Lakeview High School; Alan McIvor of Timmins High and Vocational School and Robert MacKay of Fort William Collegiate Institute.

The adults on the panel were specialists in the six specific areas that were covered

in the discussion. They were: George A. Lacy, chief engineer and director of product planning, Chrysler Canada Ltd., Windsor; J. B. Humphrey, secretary of the Insurance Bureau of Canada, Toronto; Wallace V. Dubinsky, of Filipovic & Dubinsky, Port Arthur; Deputy Chief Constable, Herman Scarnati, Port Arthur Police Department; Herbert J. Aiken, director of the vehicles branch, Ontario Department of Transport, and William J. McIntyre, director of the driver branch, Ontario Department of Transport.

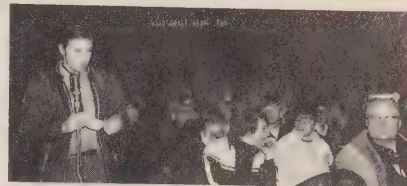
During the discussion, the members of the youth panel questioned the panel of specialists on driver licensing, traffic law enforcement, motor vehicle inspection, automobile insurance and motor vehicle manufacturing. The discussion became very lively when the meeting was thrown open to questions from the audience. The young people in the audience were concerned about the high insurance rates for teenagers, driver education in secondary schools and improving relations between teen drivers and the police.

SPIN-OUT

The fun began for the crowd of 1800 when the dancing began around 9:00 p.m. Radio station CKPR's Dick Wilson was master of ceremonies and the music was supplied by a local group "The Thorns".

Decorations for the hall were designed around traffic signs, highlighted by a moving series of colour slides on traffic situations. Students of Gron Morgan Memorial High School, Port Arthur, and The Northwestern Division, Ontario Motor League arranged for the decorations.

THEY WANTED TO KNOW



George Bevan of Northwood High School in Fort William steps up to the microphone to quiz the panel, at the Friday night speak-in.

When the discussion was thrown open to the audience, the young people bombarded the panel of specialists with questions of specific concern to the young drivers of today.

Several members of the audience were unhappy about the high insurance rates for young drivers between the ages of 16 and 24.

J. B. Humphrey, secretary of the Insurance Bureau of Canada said the reason for the high insurance rates for drivers in this age group was due to their high accident rate. He explained that out of every 1000 drivers over 25 years of age, only 99 were involved in accidents each year. Compared with this, 179 out of every thousand drivers in the 16-25 year-old age bracket, who are principal operators of automobiles, are involved in accidents each year . . . and of the 16-17 year-old's who are in their first year of driving, 252 out of every 1000 drivers are involved in an accident.

Many members of the audience were surprised at these statistics.

It was suggested by several teenagers that the driver education program in secondary schools should be included in the school curriculum and that it should not be an extra-curricular subject.

Alderman William Morgan agreed wholeheartedly, but explained that the present school curriculum is completely filled. If some subject could be dropped, then driver education could be included in the school program.



SPIN-OUT: The dancing is just getting under way. This group of happy youngsters reflect the mood of the evening and are all set to 'have a ball' as soon as the music begins.

THE WORKSHOP PANELS



Workshop #1: "Motor Vehicle Administration and Road Safety". All panel members for this session were officials from the Ontario Department of Transport. Shown l. to r. are: E. H. Brezina, Manager, Research Section; David M. Duncan, Q.C., Director of Legal Services; Herbert J. Aiken, Director, Vehicles

Branch; Robert H. Humphries, Registrar of Motor Vehicles; William J. McIntyre, Director, Driver Branch; Hugh N. Gilchrist, Director of Accident Claims and Walter B. G. Reynolds, Commissioner of Highway Safety.



Workshop #2: "Engineering Highway Safety Through Road Construction, Traffic Control and Vehicle Design". Panel members for this workshop shown l. to r. are: Douglas W. Farren, Road Design Engineer Ontario Department of Highways, Downsview; Thomas Fell, City Engineer, Port Arthur; Mervin S. Stevens, Manager, Traffic Engineering Section, Ontario Department of Transport; James I. Becking, Traffic Engineer, Sault Ste. Marie;

J. A. Marshall, City Engineer, Fort William; Karl B. Raham, Chief Product Engineer, American Motors (Canada) Ltd., Brampton; Robert F. Clifford, National Service Manager, Volvo (Canada) Ltd., Don Mills; H. K. Cunliffe, Technical Manager, Tire Division, Dunlop Canada Ltd., Whitby and A. Hamilton, Technical Director, Tire Division, Mansfield-Denman General Co. Ltd., Barrie.



Workshop #3: "Helping to Reduce Traffic Accidents Through Law Enforcement." Panel members for this workshop shown l. to r. are: His Honour Provincial Judge J. C. Duthie, Provincial Court, District of Thunder Bay, Fort William; His Honour Provincial Judge H. T. Cunningham, Provincial Court, District of Thunder Bay, Port Arthur; G. B. Weiler, Q.C., of Messrs. Weiler, Weiler & Maloney, Barristers and Solicitors, Fort William; His Honour

Judge James F. W. Ross, District Court, District of Thunder Bay, Port Arthur; R. E. Zelinski of Messrs. Carrel, Pustina & Zelinski Barristers and Solicitors, Fort William; Superintendent H. T. Garry, No. 16 District Headquarters, Ontario Provincial Police, Port Arthur and Deputy Chief Constable Herman Scarnati, Port Arthur Police Department.



Workshop #4: "The Importance of Traffic Safety Education." Panel members for this workshop, shown l. to r. were: Miss Helen Matson, Social Studies Master, Lakehead Teachers College; Paul Dudar, Vice-Principal, Balsam Public School, Port Arthur; Patrick Lacey, Principal, St. Stanislaus Separate School, Fort William; W. G. MacKay, Superintendent of Schools, Fort William Board of Education, Fort William; Daniel Saunders, Vice-Principal, Gron Morgan Memorial High School, Port Arthur; R. R. Steele, Area

Superintendent, Ontario Department of Education, Port Arthur; William Rosenberger, Driver Education Co-ordinator, Fort William Board of Education, Fort William; Mrs. Marion Vickruck, "At-Home Program", Station CKPR-TV, Port Arthur; Fred H. Ellis, General Manager, Ontario Safety League, Toronto and Hal Wright, Provincial Farm Safety Specialist, Ontario Department of Agriculture and Food, Guelph.

Highlights from the Panels

Workshop # 1

MOTOR VEHICLE ADMINISTRATION AND ROAD SAFETY

One of the major topics of discussion at this session was the new motorized snow vehicle legislation, which became effective last November 1. Many delegates were concerned about the use of these vehicles on city streets. Robert H. Humphries, Ontario's registrar of motor vehicles, pointed out any municipality in the province may pass by-laws prohibiting the driving of motorized snow vehicles along or across any highway or part of a highway under its jurisdiction.

William J. McIntyre, director, driver's branch, Ontario Department of Transport, informed the delegates that a total of nearly 50,000 persons had their drivers' licences under suspension last year.

In answer to many questions concerning hash marks on the roadway, and whether motorists should drive over them or not, Mr. Humphries said a painted sign on a highway is not an official Department of Transport sign. He pointed out that there are two kinds of hash marks. One type is used as a warning device and the other type is a guide only, which marks an exclusive left turn lane.

Workshop # 2

ENGINEERING HIGHWAY SAFETY THROUGH ROAD CONSTRUCTION, TRAFFIC CONTROL AND VEHICLE DESIGN

Karl B. Raham, chief product engineer for American Motors, pointed out that as safety features in automobiles become mandatory in the U.S.A., these safety features are included in the Canadian models.

In a discussion concerning the effectiveness of seat belts, Robert F. Clifford, national service manager for Volvo Canada Ltd., told the delegates about a series of tests recently conducted in Sweden. The results showed that if seat belts were worn, there was a 40% to 90% reduction in injuries, depending on the speed of the automobile at the time of collision.

H. K. Cunliffe, technical manager, tire division Dunlop Canada Ltd., said that tire manufacturers build the safest tire they know how. He pointed out that cost is only considered after safety is attained.

Workshop # 3

HELPING TO REDUCE TRAFFIC ACCIDENTS THROUGH LAW ENFORCEMENT

Driving offences in traffic should never be regarded as "minor", said David Duncan, the Transport Department's director of legal services. He objected to any suggestion that traffic offenders should not be regarded as criminals. He pointed out that more than 1700 persons were killed in traffic collisions last year and another 67,000 injured. "This toll of life and suffering resulted in large part from routine violations of traffic laws," said Mr. Duncan. "There would be very few collisions if everybody obeyed the rules of the road."

Superintendent H. T. Garry of the Ontario Provincial Police in Port Arthur said, "For the safety of all users of the road, enforcement is necessary because some people will learn only through punitive action." He pointed out that drivers' attitudes and actions are the main cause of traffic accidents.

Workshop # 4

THE IMPORTANCE OF TRAFFIC SAFETY EDUCATION

Panel members and delegates agreed that the driver education program in secondary schools should be stepped up so that all teenagers in the schools could benefit from the program.

R. R. Steele, area superintendent of the Ontario Department of Education in Port Arthur suggested, "No Course — No Licence".

Discussing school safety patrols, Paul Dudar, vice-president of Balsam Public School in Port Arthur, pointed out that his school has operated a safety patrol since September, 1965, and that there have been no traffic mishaps involving children coming to and from school since its inception.

Delegates Speak-up



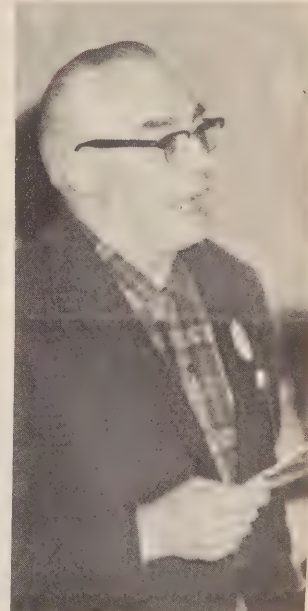
Corporal Maurice Durocher, Ontario Provincial Police, South Porcupine, wanted to know if the Department of Transport was planning to extend its present regulations covering motorized snow vehicles to include safety equipment that would be compulsory on these vehicles.



Mrs. L. A. Remus, Alderman, City of Fort William, was interested in the new motorized snow vehicle regulations. She wanted to know if the Transport Department believed it should be up to the municipality to enact legislation regarding the operation of motorized snow vehicles within the city limits.



Doug Numbers, driver education instructor, Nipigon - Red Rock District High School wanted to know why the driver education program in Secondary Schools is not made compulsory for all students.



Roger Thew, driver trainer, Atikokan High School, wanted to know what the regulations were with regard to hash marks on the roadway. He was under the impression that many motorists do not know whether they are allowed to drive over them or not.

Increased Provincial-Federal Co-operation Established for Safety on The Highways

Increased co-operation in the interests of highway safety has been established between the ten provincial governments and the Federal Government.

At a meeting in Quebec City on January 14, the Cabinet Ministers responsible for motor vehicle administration in each province met with the Federal Minister of Transport to review the roles of both levels of government in promoting greater traffic safety.

The Ministers and senior officials from all provinces meet regularly to co-ordinate policies and procedures concerning drivers and vehicles in each province. For the Quebec meeting, following preliminary discussions with the Federal Government, the provincial ministers invited the Federal Minister of Transport and other federal officials to attend.

Joint Statement

A joint statement was issued at the conclusion of the meeting. It said:

"The Provincial Ministers welcomed the suggestion of the Federal Minister of Transport for an expanded role by the Federal Government in certain fields related to traffic safety.

"To ensure the closest co-ordination of programmes and the most profitable exchange of views, it was agreed that the Provincial Ministers responsible for motor vehicle administration and the Federal Minister of Transport, and their respective officials, would meet periodically.

"All concerned were agreed that the responsibilities of the Provincial Governments, which have primary authority for motor vehicle administration, would continue, and that the role of the Federal Government would

be developed in a manner that added to the total effort for safety. There would be no needless duplication.

Agreement Reached

"Specifically, agreement was reached on a role for the Fed-

eral Government in the field of traffic safety research; in facilitating international co-operation in the field of safety research; and in developing safety standards for motor vehicles and parts at the point of manufacture.

"The Provincial Ministers also made certain suggestions for consideration of changes in the Criminal Code. With reference to the provisions of the Criminal Code dealing with motorists driving while under suspension, the Provincial Ministers suggested that conviction for a second offence should result in a mandatory jail sentence."

Transport Minister Irwin Haskett led the Ontario delegation. The Ministers present from other provinces, each of whom has responsibility for drivers and motor vehicles in his own jurisdiction, were: Hon. L. R. Peterson, Attorney General, British Columbia; Hon. Gordon E. Taylor, Minister of Highways, Alberta; Hon. Darrel V. Heald, Attorney General and Minister in charge, Highway Traffic Board, Saskatchewan; Hon. Stewart E. McLean, Minister of Transportation, Manitoba; Hon. Fernand Lizotte, Minister of Transportation and Communications, Quebec; Hon. I. W. Akerley, Minister of Highways, Nova Scotia; Hon. Joseph LeBlanc, Provincial Secretary New Brunswick; Hon. T. Earle Hickey, Provincial Secretary, Prince Edward Island and Hon. E. S. Jones, Minister of Highways, Newfoundland.

The Federal delegation was headed by Federal Transport Minister Paul Hellyer.

Plan New Office In Ottawa Region

A new regional office for the Ontario Department of Transport will be built in Ottawa by the Department of Public Works, Transport Minister Irwin Haskett said.

The new building on Walkley Road, east of Albion Road, will house all the services for drivers, vehicles and highway safety that are provided for the people of this region by the Ontario Transport Department. At present the offices are in two locations, at 280 Catherine Street and 299 Banks Street.

"The new location is a major advantage," Mr. Haskett said. "It will be central and well equipped, giving greater convenience to the people of the Ottawa area and enhancing the efficiency of our services."

The building itself is laid out to handle peak work loads that have caused congestion at the two old locations.

"There will be an off-street area for driver testing, and of course this is highly desirable. We prefer to have testing areas of this kind so that the Department's officers can determine the skills of applicants before they are allowed to drive in heavy traffic," Mr. Haskett said.

"Included in the testing area will be special facilities for testing applicants for motorcycle permits."

The new building will handle all the services that are in the two present locations, including the driver examination centre, a vehicle licence issuing office, offices for review officers, accident prevention officers and PCV officer, and facilities for duplicate permits, temporary drivers licences and special permits for over-size and overweight loads.

"This will be quite a change, and a very welcome one", Mr. Haskett said.

Queries

from the Workshops

Is driver education available to rural young people who are taken to school by bus?

Yes. . . . These courses can be handled in a variety of ways. At some schools courses are available during lunch breaks or in school activity hours at the end of the regular afternoon classroom hours. Another method is to get three students from the same general area in one instruction car. At the end of the in-car practice period the students can be let out at their own homes, while the teacher drives the car back.

What percentage of the drivers involved in accidents had been drinking or were impaired?

In 1967, the last full year for which such totals are available, 243,781 drivers were involved in reportable accidents. Of these, 15,235 (6.2%) had been drinking and 4,509 (1.8%) were classed as ability impaired. ●

ontario traffic safety

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Hon. Irwin Haskett, Minister.
Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.



ontario traffic safety

Published in the interest of traffic accident prevention by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.



Traffic Fatalities in 1968 Lowest for Past Four Years

The number of deaths resulting from Ontario traffic collisions in 1968 was the lowest in four years. According to preliminary figures, there were 1586 deaths compared to 1719 in the previous year, a reduction of 133.

Transport Minister Irwin Haskett said the eight per cent reduction was "still not nearly enough". Most of the collisions were preventable and most of the deaths and injuries should not have happened, he said.

"If the slight reduction in the death toll reflects an improved attitude by drivers and pedestrians, then it might be regarded as encouraging," Mr. Haskett said. "But the other figures for 1968 don't indicate that."

"We're not likely to get a real breakthrough in safety until there is a marked improvement in driver attitudes—until people realize that it's their personal responsibility to drive and walk with common sense."

The 1968 figures indicate that changes in laws regarding motorcyclists, tightening licence procedures and requiring that helmets be worn, may be having a worthwhile safety effect.

Many other possibilities could be advanced for the drop in fatalities, but they would be purely speculative, Mr. Haskett said. The Transport Department's research branch has examined several possibilities, and computer systems that are now being introduced will give added scope for future analyses.

As the number of cars on the road and the total mileage driven continue to increase, so did all the figures on collisions except for fatalities. Total number of collisions rose to 155,127 (from 145,008); and the number of persons injured rose to 71,520 (from 67,280).

The preliminary breakdown on 1968 traffic deaths is as follows: (with 1967 figures in brackets); Drivers 643 (672); Passengers 491 (542); Pedestrians 336 (393); Motorcycle drivers and passengers 65 (81); Bicyclists 47 (22); other 4 (9).

WATCH OUT! Motorists are advised to keep a sharp lookout for youngsters zooming out of driveways and for inexperienced cyclists wobbling shakily along. Parents are advised to make sure their youngsters know and obey the traffic rules for safe cycling and to check the mechanical fitness of their bikes.

1968 BICYCLE FATALITIES MORE THAN DOUBLE THOSE OF PREVIOUS YEAR

There were more than twice as many bicyclists killed in traffic accidents in Ontario during 1968 than in the previous year. 47 in 1968 compared with 22 in 1967. Reportable injuries were up also, from 1,530 in 1967 to 1,736 last year.

Most of those killed and injured were in the five to 14-year-old age group.

"We are taking a very serious view of this situation," Hon. Irwin Haskett, Ontario's Minister of Transport, said. "To navigate safely through today's traffic, young cyclists need to know the same rules of the road that drivers are required to

know. They must be skilful at handling their two-wheeled machines and know the importance of keeping their bikes in a safe, dependable condition.

"I urge all parents to accept responsibility for making sure that their youngsters know and obey the rules of the road and that the bicycles their children ride are mechanically safe."

SAFETY TIPS

Here are some tips for safer cycling from the Transport Department:—

1. Obey all traffic laws, signs and lights.
2. Signal turns and stops with

the proper signals with the left arm out and up for a right turn . . . out straight for a left turn . . . out and down for a stop.

3. After signalling, return your left hand to the handle bar promptly . . . and keep both hands on the handle bars.
4. Ride in single file, close to the curb.
5. At busy intersections, stop at the curb, get off your bike and walk it across. At stop lights, walk your bike across only on the green signal.
6. Walk your bike when you're on a sidewalk. Only very small children with sidewalk

bikes may use the walks for riding.

7. Carry parcels in a carrier . . . not in your hand.
8. A regulation bike is for one rider . . . no passengers allowed.
9. If you're riding after dark, or in poor visibility, your bike must have a white or amber front light, a red reflector or light on the rear, red reflective material at least 10 inches long and 1 inch wide on the back fender, and white reflective material at least 10 inches long and 1 inch wide on the front forks.



Above, Ron Williams (left) of the Kirkland Lake Board of Education, chats with Mrs. Mary Moore (centre) who was named to the Steering Committee of the newly formed Kirkland Lake Safety Council and David MacDougall, Chairman of the Kirkland Lake Roman Catholic Separate School Board.

Kirkland Safety Council Formed

"If someone was looking for finding a bunch of socially-minded do-gooders . . . this isn't quite the type of a group . . . they all have one major concern in common and that is awareness of the ever-increasing toll in dead and injured resulting from accidents".

The above is a comment from the Kirkland Lake Northern Daily News concerning the inaugural meeting of the newly-formed Kirkland Lake Safety Council, held recently.

A. Salmon, president of the Jaycees and temporary chairman for the Council, pointed out "We are not pinpointing traffic

safety alone . . . but that is probably where the greatest need exists. All the help from experts is fine, but it is the interest and help from the average person that will lead to a solution."

Speaker after speaker at the meeting noted that importance of education . . . at school and at home.

Mrs. Mary Moore is the secretary for the new group and a steering committee will be named.

Among those present at the meeting were: R. Latulipe, Traffic Safety, Jaycees; Const. Paul Beaurivage, Traffic Safety Officer, Ontario Provincial Police; Chief G. Smith, Teck Township Police Department; Bill Taylor, Department of Lands and Forests; L. W. Baird, Emergency Measures Organization; W. C. Bradley, Kirkland Fire Department; Mrs. Audry Crouch, Timiskaming Health Unit; Mrs. Joyce Haskins, Kirkland West Parents Association; R. Williams, Kirkland District Board of Education; D. McDougall, Kirkland District Roman Catholic Separate School Board; G. Guindon, Richelieu Club; A. King, Jones & Laughlin Mining Co. and Kirkland & Larder Safety Group; F. Scally, Kirkland Works Department, Knights of Columbus, Canadian-Irish Club; K. McLellan, McLellan Transportation Co.; Bob McLellan, McLellan Transportation Co.; R. C. Pfeiffer, Accident Prevention Organizer, Ontario Department of Transport, Sudbury.

Could YOU Pass?

To help both beginning and experienced drivers assess their knowledge of the rules of the road, the Ontario Department of Transport publishes a booklet giving questions and answers on Ontario's traffic laws and safe driving practices. Copies of the booklet are distributed free, on request.













The latest edition is just off the press. One of the changes is a separate section on traffic signs, including the new symbol signs, introduced recently in this province.

A page from the booklet is reproduced below, to give you a chance to test your knowledge. If you're not sure of the answers, you can check by turning the page upside down.

ONTARIO'S NEW SYMBOL TRAFFIC SIGNS

Twelve of Ontario's new symbol traffic signs are shown below.

At the bottom of the page are descriptions of the meanings of the 12 signs. Place the number of the correct description in the box beside each of the signs.

6. 	7. 
8. 	9. 
10. 	11. 
12. 	13. 
14. 	15. 
16. 	17. 

1. No U-turn
2. Railway crossing ahead
3. Slippery when wet
4. Divided highway begins
5. Stop ahead
6. No left turn

7. Change in maximum speed ahead
8. Maximum speed
9. Bump ahead
10. Slow moving vehicle sign
11. Divided highway ends
12. Steep hill ahead

NEW REGULATION

A new regulation, which simplifies the completion of the application form for a driver's licence for 16-year-olds, has been made under the Highway Traffic Act.

The new regulation, of particular interest to principals and driver education teachers of schools offering driver instruction courses to their students, is effective immediately.

The effect of the new regulation is two-fold:

1. It is no longer necessary for a 16-year-old applicant for a driver's licence to obtain the signature of the chief of police respecting his or her character.

2. The signature of only one parent is now required on the application. Previously, both parents had to sign.

9	17.	7	14.	2	11.	6	8.
10	16.	12	13.	3	10.	11	7.
1	15.	4	12.	8	9.	5	6.
Answer	Question	Answer	Question	Answer	Question	Answer	Question

Burlington Safety Council Wins Ontario Community Safety Award

The Burlington Safety Council's comprehensive program, covering a wide field of safety activities, won top honours in the 1968 Ontario Community Safety Awards.

The Kingston Safety Council took the second award and third spot was won by the Prince Charles Home and School Association of Windsor.

These were some of the highlights of the Burlington program:

- ... developed Safety Week, which involved such major projects as a parade, exhibitions, displays and other activities.
- ... a drown-proofing demonstration.
- ... sponsored the Elmer the Safety Elephant program and the school safety patrols and entertained 500 patrollers from 30 schools at a picnic.
- ... co-operated with the Kinette Club on promotion of the Ontario Safety League Baby-sitting Course.
- ... organized a safety check program with local service stations.
- ... helped to form a motorcycle club.

... organized a water safety program in co-operation with the Burlington Recreation Department and the Board of Education. This program provided instruction in public pools for more than 3,000 students from grades 4 and 5.

Judges for the 1968 awards were Mrs. Bess Wares, advertising specialist with the Ontario Department of Transport in Toronto, and Arch Bryce of Oakville, executive director emeritus of the Canada Safety Council.

The Ontario Safety League held a special luncheon in Burlington, March 12, to honour the winners. Awards were presented at the luncheon by League vice-president W. R. Fleming, vice-president, sales, International Harvester Company of Canada Ltd.

The Burlington Safety Council is now eligible to compete with winners from the other provinces for the 1968 Carol Lane Awards. Both programs ... the Ontario Community Safety Awards and the Carol Lane Awards ... are operated under a grant from Shell Canada Limited.

SIGNALS REQUIRED

A bicycle is a vehicle under the Ontario Highway Traffic Act and its rider must obey all the rules of the road which concern vehicles.

One thing a cyclist is required to do is to signal his intention to stop or to turn to the left or right. Correct signals should be given well in advance and in such a way as to be plainly visible to other drivers.

These are the correct stop and turn signals.



Stop



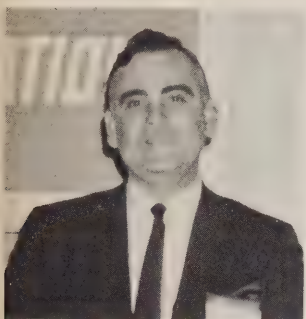
Right Turn



Left Turn

To make a left turn in light traffic, check traffic behind you. If all is clear, signal left turn and pull over close to the centre line. Check traffic ahead and on both sides. If all is clear, make your turn.

To make a left turn in heavy traffic, at busy intersections, stop at the curb, get off your bike and walk it straight across on the right-hand side. When traffic is clear, push your bike across the other road. At stop lights, walk your bike across only on the green light.



Edward M. Blake was recently appointed accident prevention organizer with the highway safety branch, Ontario Department of Transport. Mr. Blake will be working in the west central Ontario area. His district includes the area west of Yonge Street to the Niagara Peninsula. Prior to joining the department, Ed served with the Royal Canadian Army Service Corps from 1943 to 1969. At the time of his discharge, he held the rank of Captain.

Reid Forsee Memorial Film

A new film entitled, "Reid Forsee Memorial Film", is now available. It outlines the variety of activities carried out by the Oakville Safety Council throughout the year and would be of interest to any community safety council, or group wishing to form a safety council in their area.

The film is dedicated to the late Reid Forsee, Oakville Safety Council Chairman and C.B.C.'s Safety Clinic producer.

Only a limited quantity of prints are available, but anyone wishing a loan of this film should write to: Ontario Department of Transport, Highway Safety Branch, Room 358, Ferguson Block, Queen's Park, Toronto 5.



To commemorate a five-year accident-free record at Our Lady of Lourdes School in Sault Ste. Marie, Mrs. Glorya Nanne, public relations officer of the Sault Safety Council presents a plaque to two Grade 8 students. Accepting the plaque for the school are Alan Belsito and Jackie Lederer. The engraved plaque was provided by the local Kiwanis Club.

Coming events

April 21-22 — Industrial Accident Prevention Association Annual Convention, Royal York Hotel, Toronto.

May 4-7 — Canada Safety Council Annual Conference, Chateau Laurier Hotel, Ottawa.

June 9-12 — Ontario Traffic Conference Annual Convention, Royal Edward Hotel, Fort William.



Against the backdrop of the Quebec Winter Carnival ice palace, Ontario delegates to the All Canada Youth Council semi-annual meeting take time out to see the carnival sights in Quebec City. The Council is a body of youthful drivers formed by the Insurance Bureau of Canada to promote safe driving among the young. From left to right are: Avril Ruffell, 15 Acland Crescent, West Hill; Bob Schippanoski, 6 Huron Avenue, Kitchener; Shirley Van Nuland, 2329 Hixon Street, Oakville; Peter Woolford, 1181 Pinegrove Road, Oakville; Mary Kenny, 908 Curry Street, Windsor; Bob Ruffell, 15 Acland Crescent, West Hill, new president of the ACYC.

Crusader Club Teaches Youngsters How to Handle Their Bikes Safely

The bicycle season is here again!

To travel safely through traffic, young cyclists need to know the same rules of the road that car drivers are required to know. They must be skilful at handling their bikes and know the importance of keeping them in a safe condition.

If you have young cyclists in your family, you may already be familiar with the Crusader Cycle Clubs. These clubs were started by the Ontario Department of Transport to promote safe cycling.

All you need to start a club is a volunteer instructor and a few neighborhood children. The club can be as small or as large as you have the time and energy to make it. But small or large, every child you encourage to take the course will be a safer cyclist and, later, a better motorist.

The Transport Department will supply free materials . . . an instructor's manual, announcement poster, nine instruction posters, bicycle safety check lists, leaflets, tests and score sheets, book marks, lapel pins and membership cards.

The course consists of three indoor instruction meetings to teach the youngsters manual signals, traffic signs, lane markings and the rules of the road.

Examinations to test the cyclists' skills are conducted after the cycles are inspected and safety checked. Youngsters passing the course earn a membership card, a pin and the privilege of the title, "Knight Rider".

If you would like more information about the course, just write to: Ontario Department of Transport, Highway Safety Branch, Ferguson Block, Queen's Park, Toronto 5.

Ontario Searching for Solutions To Urban Transportation Problems

The Government of Ontario is moving ahead in the search for new long-range solutions to the problems of transportation in urban areas.

Transport Minister Irwin Haskett re-stated this policy in February in an address to the First Canadian Urban Transportation Conference. This three-day meeting in Toronto was organized by the Canadian Federation of Mayors and Municipalities and was attended by planning specialists and municipal representatives from across Canada.

Mr. Haskett said Ontario was in the midst of the task of translating theory into action in meeting the challenges of modern urban growth, including those of transportation.

He said the human element is the dominant factor.

"We can talk of time, of convenience, of expense, and so on," he said. "What many of these factors add up to, in hu-

man terms, is choice. If there is inadequate transportation in an urban community, or in a region which includes both urban and non-urban areas, then there also is inadequate choice for individual families as to where they can live and how they can live.

"Solutions must be found in the interest of providing reasonable choices for urban people in the pursuit of a good and satisfying life."

He added that the final decision for urban transportation plans is up to the people in their role as voters and taxpayers.

Mr. Haskett noted that the Province's new policy of establishing regional governments will be "most useful" in preparing the way for administration of the kind of modern transportation system that can meet the needs of people in urban areas.

QUERIES from the Workshops

QUESTION: Why isn't the slow moving vehicle sign required on all slow-moving vehicles?

ANSWER: The amendment to the Highway Traffic Act last year, requiring farm tractors and self-propelled farm implements, and any vehicle drawn on a highway by them, to carry a slow moving sign when operating on a highway, was done as a first step. When more experience is gained with respect to the use of these signs, the Transport Department will be in a better position to judge whether other types of slow-moving vehicles should be required to carry these signs also.


QUESTION: Is it the responsibility of the Transport Department to notify a driver when his licence is about to expire?

ANSWER: No. It is the responsibility of the individual to make sure he renews his

driver's licence before expiry date. We do send notices of renewal applications but this is a service only . . . the onus to renew is still on the driver himself.

QUESTION: If I'm involved in an accident with an uninsured driver who denies his liability and I have to sue him, will it take long to bring my case to trial?

ANSWER: It depends on many things including the complexities of the case. Your solicitor, if he is experienced in the operation of the Motor Vehicle Accident Claims Act, is the best person to tell you how long it should take to bring your case to trial. The important thing is for you to instruct your lawyer immediately and to request that he proceed promptly with your claim and make contact with the Motor Vehicle Accident Claims Fund.

 **ontario traffic safety**

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Hon. Irwin Haskett, Minister.
Walter Q. Macnee, Deputy Minister.

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ontario traffic safety

Published in the interest of traffic accident prevention by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.



"May I see
your licence
please . . ."

Stronger Penalties for Traffic Offenders Proposed

A stronger system of deterrents for traffic offenders has been proposed by Transport Minister Hon. Irwin Haskett as a means of achieving greater highway safety.

Speaking to the legislature on March 31, Mr. Haskett outlined the changes to the present system which would be effected by a new bill introduced to amend the Highway Traffic Act. Proposed amendments would include:

- Coupled with the general revision of penalties, elimination of the existing principle of different penalties for second and subsequent offences. This provision was rarely used in court because of procedural complications.
- A sliding scale of fines for the overloading of commercial vehicles. Department of Transport studies have shown that in many cases the present fines of up to \$50 are too low to be a deterrent and do not come close to offsetting the economic advantage of exceeding the legal limits for loads. By the new fine scale, penalties for overloading could in extreme cases amount to thousands of dollars.
- A sliding scale of fines for speeding convictions, with fines ranging from \$2 to \$5 for each mile per hour over the maximum speed limit, so that convictions for extreme speeding could result in much more severe penalties.
- A minimum fine of \$100 instead of the present \$10 on conviction for careless driving, with the maximum remaining at \$500. The amendment will increase the discretionary jail term from three months to six and will provide that this may be in addition to, not instead of the fine.
- A new requirement that a driver must identify himself at the demand of a police officer.
- The addition of two offences for which police may arrest without a warrant: failure to remain at the scene of a collision, and failure of a driver to properly identify himself to a police officer.
- Elimination of power of arrest for three other offences which concern the position of licence plates on vehicles, notification of change in vehicle ownership, and notification of change of address.
- Heavier penalties for failure to remain at the scene of a collision, racing on public roadways and operating a motor vehicle while the vehicle permit is under suspension.

Up to \$50,000 for Victims of Uninsured

Legislation to increase the maximum payable from the Motor Vehicle Accident Claims Fund, has been introduced by Hon. Irwin Haskett, Ontario's Minister of Transport. The new legislation, which becomes effective on September 1, 1969, will permit payments out of the fund up to a total of \$50,000 for damages caused by any one collision, in Ontario, involving an uninsured motor vehicle. The present maximum is \$35,000.

The Motor Vehicle Accident Claims Fund is a special financial reserve established by the Ontario Government to make payments within specified limits to victims of uninsured motorists and hit and run drivers.

"The increase to \$50,000 recognizes the general rise in costs since the \$35,000 limit was set in 1962," Mr. Haskett said. "It is in keeping with our policy of maintaining the position of the fund as a thoroughly effective method of providing compensation for the innocent victims of collisions that are caused by an uninsured vehicle."

"To be consistent with our plans for this increase, I asked

the Minister of Financial and Commercial Affairs to consider a corresponding amendment to the Insurance Act. That amendment was introduced last week, providing for an increase to \$50,000 in the minimum public liability coverage in automobile insurance policies."

The Fund is self-sustaining. Owners of motor vehicles unable to provide proof of valid insurance coverage, must pay a \$25 uninsured motor vehicle fee. These fees, plus one dollar paid by each driver in the Province, go into the special reserve. It does not provide any insurance and the uninsured motorist must repay all sums paid out on his behalf. Until he has filed proof of financial responsibility and made arrangements for repayment in full or by installments, his vehicle permit and driver's licence are suspended.

A brochure containing information about the fund is available on request from the Director of Claims, Motor Vehicle Accident Claims Fund, Ontario Department of Transport, Ferguson Block, Queen's Park, Toronto 5.

"I am confident that the people of Ontario in 1969 recognize the urgency of solutions to the toll of collisions," said Mr. Haskett on introducing the new bill. "If we really want safety, we have to be willing to accept the price of personal responsibility and restraint. If we're not willing to pay that price, then we are endorsing Russian roulette on the highway and we're just giving lip-service to safety."

Pointing to 1968 statistics which showed that 1,586 people were killed on Ontario roads last year, Mr. Haskett said that the most common error in driver judgement involved in the majority of these cases was excessive speed.

Major effect of the new amendments will be a crack-down on drivers who exceed the maximum speed limits. "The new amendments," said Mr. Haskett, "are not a total solution, but they should play an important part in the achievement of greater safety."

Car Insurance Companies Aim Safety Work at Teens

Since the early 1950's, the automobile insurance industry in Canada has been making prevention as well as protection their business, doing some excellent work in the field of traffic safety.

Their major efforts have concentrated on combating the high incidence of traffic accidents among young drivers. Toward this end, they have fostered and encouraged driver instruction in high schools across Canada.

For the past eight years, the Insurance Bureau of Canada, formerly the All Canada Insurance Federation, an organization of over 200 general insurance companies, has given generous grants to the Canada Safety

bursary to each teacher, the master instructor's fee, rental of premises, the cost of text books and other related material, and all other administrative costs.

The teacher preparation course is standardized across Canada. It consists of a two-week seminar divided equally between theory and practice—50 percent of the time is spent in in-car instruction. The basic text used is the same one with which teachers will instruct their students. A master instructor gives classroom instruction in the principles of good driving and one in-car instructor is allocated to every six candidates.

During the course, candidates have the opportunity of listen-



Back at school again, teachers in the Ontario Safety League summer course in principles of driver education, held at Ryerson Polytechnical, test their night vision behind the black curtain.



IBC secretary Jack Humphrey (L) and general manager Wes Owens look over the main text for the driver instruction course, "Sportsmanlike Driving", which is supplied to all students in approved courses in Ontario by the Department of Transport.

Council for the training of teachers to instruct high school students in the principles of good driving.

These grants, divided among provincial safety leagues, councils and government agencies, have paid the full cost of training over 1400 teachers for safe driving instruction. In Ontario alone, about 200 teachers graduated from the IBC-sponsored Ontario Safety League courses held at London, Ottawa and Toronto last year. Over 450 from the whole of Canada received their teaching certificate for driver instruction in 1969.

IBC grants to the Canada Safety Council now total about \$75,000 a year. Sponsorship per teacher costs \$125. With this amount the OSL pays a

ing to the experts. Insurance specialists, representatives from enforcement agencies, are brought in to give more detailed information on specialized areas to the teachers.

A daily test assesses the progress of the candidates. Those who successfully pass the course receive two certificates—one co-signed by the Department of Education and the Department of Transport, which authorizes the recipient as a driver education instructor, and one from the Insurance Bureau of Canada.

"In preventative work, you can't tell what you have done," says Jack Humphrey, IBC secretary. "But the biggest problem we have in our business is the young driver. We believe the best way of overcoming this

problem is by proper information and education."

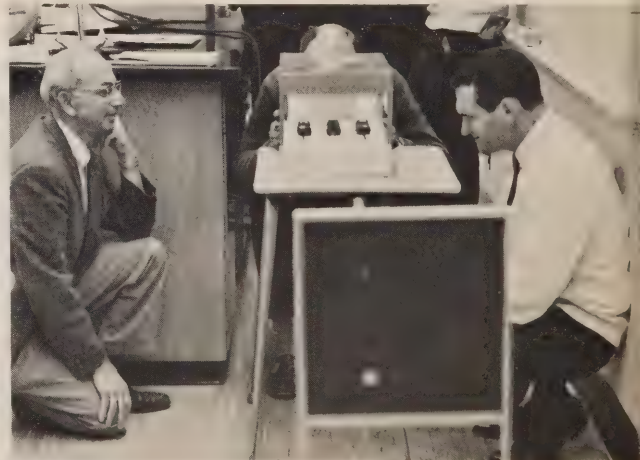
When the IBC sponsored the first principles of driving instruction course, in 1960, there were only 37 participants. Instructors had to be imported from the United States.

Now, teacher instruction in driver education in Canada is a well-developed program, with its own Canadian-trained instructors and supplementary refresher programs specially designed to help graduates.

To qualify for the program, a teacher must present certification from his school stating either that driver instruction is being taught within the school or that the high school is thinking of instituting a driver instruction course. Upon graduation

from the driver instruction course, the teacher can make extra money on an hourly basis as a qualified instructor. Nearly all specially-equipped driver training cars used by the teachers are donated by Canadian automobile manufacturers.

The Insurance Bureau is pleased with the response to the program, and the steadily increasing number of Canadian high schools offering driver education. "It's good public relations," says Mr. Humphrey, "in the sense that it is doing good." To encourage student participation in accredited driving programs, most automobile insurance companies also offer a ten percent discount on insurance premiums to students who successfully complete a safe driving course.



"Steady now . . ." A teacher at the OSL course concentrates hard on lining up the three cars on a depth-perception tester.

Bus Patrol A First in Prince Edward

Prince Edward county will soon join other districts in Ontario in instituting a bus safety patrol system for elementary school children.

The county Board of Education gave its approval to the new safety measure, which will use student patrollers to assist bus drivers in transporting school children. Senior students, chosen from grades seven and eight, will be trained by the O.P.P. for their special duties.

These include assisting children off the bus and across roads, supervising seating, checking lights on the school vehicle and keeping order among the students. Patrollers will take their positions at the back and front of the bus. The "patrol pupils" will wear special belts as badges of office.

The value of this safety measure was stressed at the Board of Education meeting by O.P.P. Constable D. Watt, who stated that in the Picton area the police had apprehended three drivers in 40 mile zones cutting children off as they crossed the road from their buses.

Happy Birthday, Elmer!



— Owen Sound Sun Times

Elmer the Safety Elephant had a first birthday in Owen Sound on March 11, and thousands of his young friends in the city's junior grades helped him to celebrate. Here grade two students at Victoria School, Owen Sound, display a make-believe "cake", constructed specially for the birthday festivities.

Traffic Safety Roundup

AULT STE. MARIE—A pint-sized town called "Safetyville" is expected to give pre-schoolers in this city a good introduction to the principles of pedestrian safety. Constructed as a project of the Sault Safety Council, Safetyville will boast a home and school built on a little-people scale, and will have streets, sidewalks, cars, marked intersections, traffic signals and signs. It will be set up in school auditoriums on Saturday mornings for demonstrations by the city police department.

* * * *

BROCKVILLE — Brockville police are now the proud possessors of a new safety patrol station wagon, the generous gift of the Lion's Club of this city. The new vehicle will be used in aiding the school safety patrols and as part of a continuous safety program. At the same time it will release a police cruiser for regular patrolling duties.

* * * *

GRAVENHURST—Elementary school students at Muskoka Township School are getting early practice in the rules of the road with a traffic situation simulator used for instruction by the O.P.P. Model cars are set up in dangerous or illegal situations and the students make a game of correcting the mistakes.



General Radio Service in Gananoque — Gordon Blue demonstrates General Radio Service equipment to other Thousand Island C.B.'s. Back to front: Barry Martin, Doug Phelan, Gep Drinka.

"C.B.s" Save Lives

In Gananoque and many other areas of Ontario, the police seem to have almost a sixth sense for danger. Whether it's an impaired driver, a fire or a highway collision, they're often on the scene in minutes to cope with an emergency situation. Who tells them?

Chances are it's a member of the G.R.S., General Radio Service, known throughout Canada and the United States as "C.B." or Citizens' Band Operators. There are thousands of them in Canada, and in the past their safety-minded work has helped to avert more than a few near-tragedies.

Communicating from their

radio-equipped cars or vans, they maintain contact with one or more of many thousand base stations scattered across the States and Canada. A "10-33" emergency message can be relayed in seconds to the proper authorities by telephone.

Many forms of appreciation have been expressed by public agencies and civic groups where "C.B." operators and equipment are available. G.R.S. members also offer their services in other ways. The base stations can handle assistance calls, inquiries and sometimes just a friendly greeting to a tourist or businessman who happens to be passing through town.

Super Driver Course Centre for Sarnia

The town of Sarnia, Ontario, will boast a superbly equipped permanent driver instruction centre when the new Alexander MacKenzie Secondary School completes construction.

Driver instruction students will undergo a four-phase training program which includes in-class instruction, practice on the two school driver - simulators, driving experience on the 500' by 200' school driving range, and on the road.

The Sarnia Safety Council has put up two \$50 bonds to be awarded to students for excellence in the safe-driving course.

Major projects this year for the Sarnia Safety Council have been child and traffic safety and the promotion of driver training.

In the annual SSC report, delivered to a general council meeting on Feb. 13, members were congratulated on their extensive child safety program. The year's work was highlighted by the success of the safety patrol program and the bicycle rodeos held in both Sarnia and Point Edward.

The Sarnia bicycle rodeo, held last August, attracted so many participants that it was recommended in the future it consist of a junior and senior division.

The child safety committee of SSC also assisted in giving talks and showing films to cubs, scouts and in the elementary school safety education program, with lectures or film showings to over 10,000 children in the Sarnia area.



SAFE DRIVING RECORD COVERING 25 YEARS — At an investiture ceremony in Toronto on March 31, Minister of Transport Irwin Haskett presented Ontario Safety League trophies to 14 commercial drivers who had attained a record 25 years of accident-free driving. Armand Marchand, (R), a tractor-trailer driver with Chrysler Canada Ltd., receives his award from Mr. Haskett while OSL President G. A. Lacy looks on.

Let's Get Rid of The Word "Accident"...

In the interests of developing a common-sense attitude toward traffic safety, Hon. Irwin Haskett, Minister of Transport, has called for an end to the use of the word "accident".

"Collisions" is a more meaningful word, he said as he tabled a report in the Legislature on 1968 collisions in Ontario, and it places the responsibility directly where it belongs—not on fate, but on the carelessness and irresponsibility of individual drivers.

The most common cause of the 1,586 deaths on Ontario roads last year, according to the report, was, "speed too fast for road or traffic conditions", accounting for about 13 per cent of the total. Inattentive driving was the second major factor, causing 11 per cent of all deaths.

Coming events

May 4-7 — Canada Safety Council First Annual Conference, Chateau Laurier Hotel, Ottawa.

June 9-12 — Ontario Traffic Conference Annual Convention, Royal Edward Hotel, Fort William.

The 1968 figures graphically illustrated the case against drinking and driving, as 23.7 per cent of 1,944 drivers involved in fatal collisions had been drinking or had impaired ability. This contrasts with the fact that of 259,822 drivers involved in all types of collisions, only 7.9 per cent had ability impaired or had been drinking.

In the report, the most significant decrease in fatal collisions was among motorcycle drivers — down 16.7 per cent. Tighter licencing procedures, the use of crash helmets, are believed to have affected this accident rate.

Fatal collisions occurred most frequently on Saturdays and 48 per cent of all traffic fatalities occurred between 6 p.m. and Sunday midnight. November, December and January were the worst driving months, with the total collisions rising substantially over the same months of 1967. Pedestrian fatalities dropped by 14.5 per cent over last year.

The 1968 Highway Traffic Collisions report is now available upon request from the Highway Safety Branch of the Department of Transport. •

Safety Advances Due To Changing Attitudes

"Tough" safety measures and changing public attitudes toward the irresponsible driver have contributed substantially to progress in the field of traffic safety in Canada in the past three years, Hon. Irwin Haskett told the Ottawa Insurance Agents' Association last March 26.

"The weight of public support seems to be swinging from an exaggerated emphasis on the convenience of the driver to a concern for protecting the public."

"But more change is necessary," he said. "People don't take safety seriously. We are not going to get a real breakthrough in achieving a greater level of safety until more people show more respect for the laws of traffic."

Pointing out the measures which have been taken to protect the public against dangerous drivers, Mr. Haskett said that licence suspensions will take one out of every 70 drivers off the road this year.

In Ontario, a province with some 3,000,000 drivers, close to 50,000 licences are suspended yearly. Suspensions are imposed by the courts for convictions of impaired driving or certain other driving charges; as part of penalties; requirements for financial responsibility or failure to pay claims or judgements; under the Demerit Point System and Section 25 of the Highway Traffic Act.

While most of these suspensions are for a specified period, said Mr. Haskett, licences can be and often are taken away for life.

Unless the suspended driver shows radically improved driving habits, his licence may be indefinitely suspended.

"Acting under this authority, the Registrar suspends in the neighborhood of 1,000 licences in a year", said Mr. Haskett.

Attitudes toward bad drivers must change, he emphasized.

"... Very often more sympathy is extended to the offender, the person who has caused the collision than to the victim."

In a very real sense, traffic offenders can be considered criminals, said Mr. Haskett. "The deaths, injuries and suffering that result from traffic collisions could be compared in magnitude and seriousness with the results of almost any other kind of offence—theft, fraud or wounding."


Driving a car, Mr. Haskett said, is a privilege rather than a right. "It is important that we realize this principle of privilege applies to everybody. There are no exceptions . . . many drivers say they subscribe to this theory but really don't; as far as they are concerned, driving is a privilege for somebody else, but for them it's a right." •

Time to Re-Tire!

Studded tires usually make short work of ice and snow. They also make a good bite into bare roadways when winter disappears.

That's why you are asked to re-tire your car by April 30. If you have studded tires on your car, replace them with regular tires by this date. **Don't forget . . . it's illegal to drive a car equipped with studded tires after April 30.**

Snow tires should also be replaced in spring. The thickness of a snow tire tread generates heat, making it a less safe tire for use in warmer weather.

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A dummy on an impact sled simulates a "crash" at 45 m.p.h. without seat belts, at General Motor's proving grounds in Milford, Michigan.

Greater Use Of Seat Belts Urged

Seat belts have been standard equipment on new cars made on this continent for some years now. But the Canadian public, in the whole, has not kept pace with these new safety advances.

The majority of fatal accidents still find both passengers and drivers sitting on their seat belts.

Only one person out of every five regularly uses a seat belt. This is in spite of well-publicized figures which show that an estimated 50 per cent of fatalities could have been avoided with the use of seat belts.

Ontario's high toll of traffic death and injury should forearm everyone to take the simple safety precaution of fastening a seat belt—even when making short trips. Figures prove that the majority of all collisions occur less than 25 miles from home. Even in low-speed collisions, seat belts are a precaution against minor injuries, cuts and bruises.

Now, with the introduction of shoulder belts as part of standard car equipment in January 1968, motorists have a greater chance of escaping death or serious injury in the event of even high-speed collisions.

Seat belts, improperly worn, can cause injuries to internal organs or bruising. They should be worn low, around the pelvic area. While this will retain the driver or passenger in his seat, in the event of an impact he may still bend over, striking his head against projections of the car.

Shoulder belts remove this danger. The combination of the two restraints also insure good driving posture and thus relieve driver fatigue.

Children over 30 lbs. in weight can use seat belts. A variety of safety seats are available for the protection of younger children who ride as passengers in the car, and may be obtained as additional safety features from car dealers.

When a man of average weight is involved in a collision at only 30 miles per hour, he subjects the belt to a force of over 2½ tons. This is why seat belts must be replaced after a collision. Those that are three years old should also be replaced as insurance against failure.

To promote the general use of seat belts in Ontario, the Department of Transport plans a special seat belt campaign in June.

New Program For Bicycle Safety

In view of the disproportionate increase in bicyclist fatalities in Ontario last year, the Department of Transport is instituting a new bicycle safety program aimed at elementary school children.

The number of persons killed while riding a bicycle on Ontario roads more than doubled last year, with 47 fatalities as compared to 22 in 1967. Reportable injuries were also up, increasing by over 13 per cent. Most of those killed and injured in collisions were male, with the greatest concentration in ages 9 to 14.

The new safety program, soon to be made available to the public, will offer colorful wall posters, pamphlets and book covers, stressing all aspects of bicycle safety.

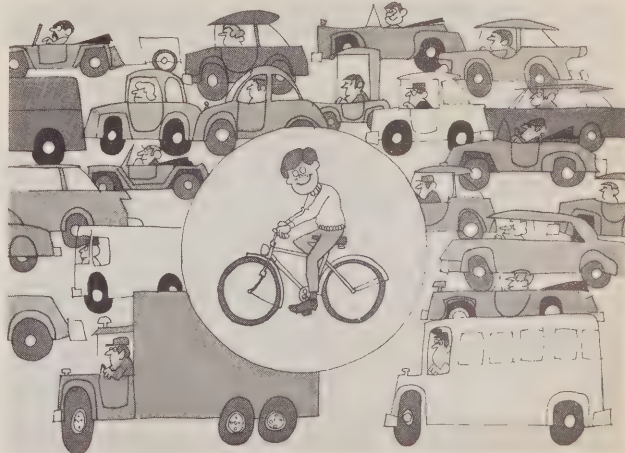
A film strip is also being produced for use in bicycle safety instruction. Titled, "Fun on Wheels", it uses two scripts—one designed for children in grades one to five, the other

for students in the higher grades. Cartoon characters will illustrate safe bicycle driving tactics as well as common errors.

A letter offering the full range of the program will be sent out to Ontario's 6,000 elementary schools, and these materials are available to the general public as well.

The Department of Transport also sponsors Crusader Cycle Clubs across the province and provides free materials for adults interested in teaching young people the rules of safe cycling. To navigate safely through urban traffic, young cyclists must know the same rules of the road that car drivers are required to know.

For further information on the new bicycle safety program or on the Crusader Cycle Clubs, write to: The Highway Safety Branch, Department of Transport, Ferguson Block, Parliament Buildings, Toronto 182. •



A new bicycle safety film-strip, "Fun on Wheels", will use cartoon characters to illustrate safe and unsafe practices for young cyclists. Two scripts, one for children in grade five to eight, and one for the lower grades, will be provided with this safety film feature.

Traffic Safety Project Wins First Prize

Community involvement in a traffic safety project won top honours in the Carol Lane Safety Awards for the Churchillville Women's Institute from Nova Scotia.

Members of the institute, recognizing the hazards in a bad bend in the road at which five people had been killed in recent years, took the necessary steps to publicize the hazards and got action . . . the bend was straightened out.

Another Women's Institute, the Sooke and North Sooke WI, British Columbia, placed second, for a general safety program involving community effort.

In the third spot was the Reston 4-H Beef Club, from Reston, Manitoba, which carried out a gun-handling course for young people in the rural community.

The awards were presented at a luncheon in the Chateau Laurier Hotel, Ottawa, this month, given by the Canada Safety Council and sponsored by Shell Canada Limited. Mr. A. G. Seager, manager of the eastern marketing region for Shell, presented the awards.

Mrs. Hugh Stewart accepted the top award of \$250 and the bronze statuette for the Churchillville Women's Institute. The group will have the statuette for a year, when it will be passed on to next year's winner. In addition, the group receives a plaque to keep.

Second-place winners received a plaque and \$150. Mrs. Alan W. Smith accepted the award on behalf of the Sooke and North Sooke Women's Institute. This group also won second place in the award program the previous year.

A plaque and \$75 for the third-place award were accepted by Gordon Forsyth of the Reston 4-H Beef Club, Reston, Manitoba.

To encourage organizations to conduct safety projects, Shell Canada Limited provides three Community Safety Awards in each province annually. The first place winner from each province automatically becomes a contender for one of the three national Carol Lane Safety Awards.



Carol Lane Awards were presented to representatives of three winning groups at a luncheon held in the Chateau Laurier Hotel this month. Accepting the awards are, left to right, Gordon Forsyth, representing the Reston 4-H Beef Club, Reston, Manitoba (third-place winner); Mrs. Alan W. Smith, Sooke and North Sooke Women's Institute, British Columbia (second-place winner), and Mrs. Hugh Stewart, representing the first-place winners, Churchillville Women's Institute, Nova Scotia. Presenting the awards, on the right, is A. G. Seager, manager of the eastern marketing region, Shell Canada Limited, Montreal.

Brantford Tops List of Cities For Fatal Accident Reductions

Brantford, Ontario, led the list of six Canadian cities in the special merit rating awards presented by the Canada Safety Council to cities with populations of 40,000 or more showing the greatest reduction in fatal accidents per 10,000 population during 1968, compared with 1967. Three of these awards came to Ontario.

In order of merit, the six cities receiving the awards were: Brantford; District of Coquitlam, B.C.; Sault Ste. Marie, Ontario; Port Arthur, Ontario; Moncton, N.B.; and Victoria, B.C.

Another feature of the Council's program to encourage traffic safety in communities, is the presentation of special awards to towns and cities with no fatalities on their streets throughout the previous calendar year.

This year, 28 Ontario communities qualified.

Three of the 11 cities with populations of 20,000 or more which completed 1968 without a traffic fatality were in Ontario . . . St. Thomas, Timmins and Vanier City.

Of the 29 communities with populations between 10,000 and 20,000 which qualified, seven were in Ontario. They were Cobourg, Georgetown, Kapuskasing, Kenora, Owen Sound, Pembroke and Preston.

Eighteen Ontario communities with populations between 5,000 and 10,000 also received awards for no fatalities in 1968. These communities were Arnprior, Bowmanville, Collingwood, Deep River, Dunnville, Espanola, Gananoque, Grimsby, Hespeler, New Liskeard, Orangeville, Parry Sound, Perth, Picton, Port Credit, Smiths Falls, Stoney Creek, and Strathroy.

Pedestrian Deaths Up in Summer Months

The number of pedestrian fatalities went down in Ontario last year.

But there were still 336 too many.

In 1968, 170 pedestrians were killed in urban mishaps, while 166 were fatally hit on rural roadways.

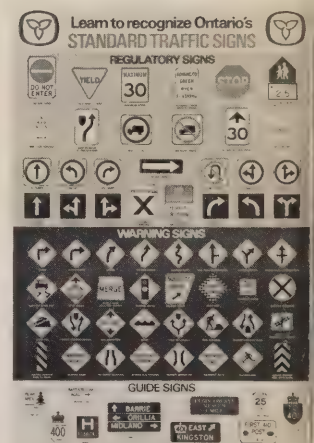
The major pedestrian action leading to fatal collisions was attempting to cross busy highways. Eighty-nine died in this manner. Walking on rural highways and bridges was the next, with 77; crossing between street intersections—65.

With the peak months for fatal collisions of all kinds fast approaching, it's a good time to recall the rules for pedestrian behaviour — especially when walking on rural roads or near busy highways.

—walk on the left hand side, so that you can see cars approaching on your side.

—do not attempt to cross highways, except with the greatest caution and at places where you have an unobstructed view of oncoming cars in both directions.

New Poster On Ontario Signs



A new 2' by 3' color poster has been prepared to help familiarize Ontario motorists with the new standard traffic symbol signs.

Copies of the poster are available free from: The Highway Safety Branch, Ontario Department of Transport, Ferguson Block, Queen's Park, Toronto Ont.

Traffic Safety Roundup



SAFETY TIPS FOR TOTS — as part of this year's safety program in the Niagara Falls district, pre-schoolers will be taught about the hazard of fire by Stan Thompson of Niagara Falls Fire Dept., and introduced to the rules of pedestrian safety by Constable Carson Ford of the Niagara Falls Police.

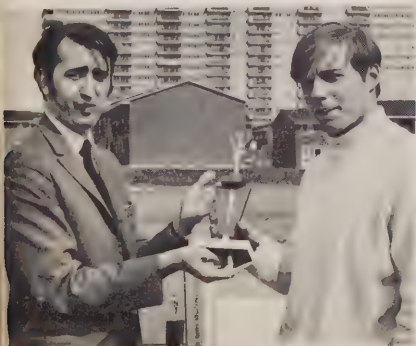


QUACK! All clear for crossing the road. When 9-year-old Paul Simon of Hamilton takes his dog Tanny out for road safety drill, Daisy the duck waddles along. The unusual pet has been trained in traffic safety, and now, when crossing busy intersections, Daisy signals "all clear" with a short quack!



THE ASSEMBLY TOPIC WAS SAFETY, when students of Harriett Todd Public School in Orillia presented a series of skits and monologues as a safety reminder to classmates.

SCARBOROUGH ROADEO — Sir Robert L. Borden, Tabor Park, Maplewood and Bendale schools held a joint driver education roadeo for students on April 14. Top driver and first prize winner Frank Smyth, in grade 11 at Sir Robert L. Borden, receives his trophy.



STILL NOT USING SEAT BELTS? Salesman Harold Smith of Brinkman Motors, St. Catharines, demonstrates what can happen if your car flips and you're not belted in. This was one of the many safety reminders to be seen in this city during safe driving week.

← **A GOLDEN BELT** marks an outstanding member of the Guelph school patrols. Peter McEwen won the monthly award recently at a school patrol members' meeting. Five schools were also awarded banners.

Safety Coordination:

A Special Job For a Special Man

Constable Don Watson, of the Niagara detachment of the Ontario Provincial Police, calls his job, "accident prevention coordination".

But that's just a general title he uses to cover a bewildering variety of other jobs—teacher, lecturer, photographer, "idea man", child psychologist and public relations, all rolled into one.

Constable Watson has been with the O.P.P. for 16 years. During his first years with

the breathalyzer, newly introduced into the Niagara area, to interested adult groups.

The scope of traffic safety work in Niagara continued to grow. Now eight men, under the supervision of Constable Watson, work full-time in accident prevention.

A very thorough safety program for Halton, Lincoln and Welland counties keeps Constable Watson constantly on the go. Its emphasis is on elementary school children. "If you can

were not getting an opportunity to participate, Constable Watson cast around for a solution and came up with his "portable roadeo"—providing all the basic tests used in a larger production without the bulky equipment. (See photo on left.)

Styrofoam blocks and butcher's twine make up the balance test. The serpentine uses cardboard ice-cream buckets weighted with sand. All intersections are made from masonite strips, and the lights for the stopsigns are simply painted margarine tins, capped to indicate red or green lights.

This year roadeo finalists will compete in the Niagara bicycle roadeo in June, then go on to the Grand Finale for the whole peninsula, which will be held in August.

The O.P.P. child safety program also includes work with such groups as Boys' Clubs, Scouts and Brownies, helping the children to set up safety displays and floats, and con-



Constable Watson

ducting tours of O.P.P. headquarters during periodic invasions by touring school children. "We take them to see the cells first," says Constable Watson, "there's absolutely nothing they can hurt there."

The Niagara O.P.P. also have a considerable record of 317 adult speaking engagements in 1968, with an attendance of over 24,000. Local safety councils and other groups often enlist the help of the police on safety programs and projects.

"It's a never-ending task," Constable Watson says. But it's obvious he enjoys it.



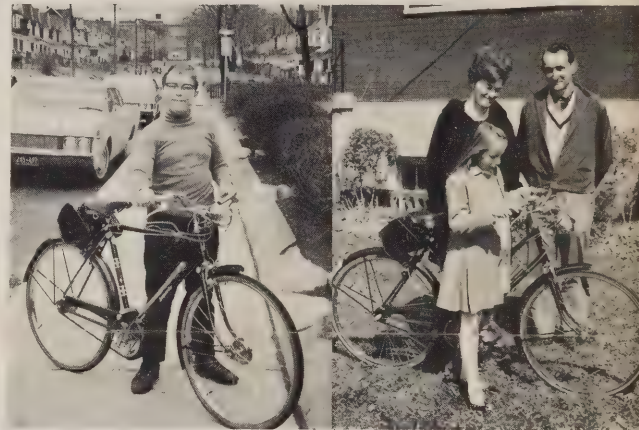
the force, he did patrol duty in Crystal Beach and various towns and districts in the Niagara area. Then, about ten years ago, he became involved in the magistrate's traffic clinic. Young traffic violators were given the opportunity to attend the traffic clinic, which took the form of a driver refresher course. Constable Watson lectured in the course; and subsequently lectured on the use of

reach them young enough, it will stay with them."

Constable Watson is a favorite with the lollipop set. His visits are looked forward to by the children, and as the records show, they are seldom disappointed. In 1968, Constable Watson and his men visited the 58 Niagara district elementary schools 281 times, reaching every child an average of three times. Their safety work has even extended into kindergartens and nursery schools. "Don't underestimate the younger children," Constable Watson says. "It's fantastic how much they can understand."

The Niagara O.P.P. also encourage safe bicycle riding by means of bicycle roadeos. Since the equipment used in the roadeos was difficult to set up and children from outlying districts

Sportsmen's Show Awards



These two lucky young contestants correctly answered a skill-testing quiz at the Department of Transport's bicycle safety display at the Canadian National Sportsmen's Show recently. Their reward: shiny new bikes. Brian Schilder, 10, was the winner of the boy's bike. The parents of the girl's bicycle winner, Cindy Thomas, 11, share her delight.

Coming events

May 24 — School bus seminar for Perth County will be held in Stratford.

June 9-12 — Ontario Traffic Conference Annual Convention, Royal Edward Hotel, Ft. William.



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Hon. Irwin Haskett, Minister.
Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.
Pat McDermott, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.

Seat Belt Seminar Launches Province-Wide Campaign



Dr. W. R. Ghent, chief of surgery at Hotel Dieu Hospital, Kingston, and associate professor of surgery at Queen's University, and Roy Haesler, chief engineer, Automotive Safety, Product Planning and Development Staff, Chrysler Corp., Detroit, were two outstanding authorities on the seat belt seminar panel.

More than 500 Ontario drivers and passengers who died in automobile crashes last year could be alive today if they had worn seat belts, and many thousands more would have escaped serious injury.

This is the estimate of Dr. Wm. R. Ghent, chief of surgery at Hotel Dieu Hospital in Kingston, and an associate professor

of surgery at Queen's University. He referred to a university study which indicated that 35 percent of automobile fatalities could have been avoided by the use of seat belts.

Dr. Ghent was one of eight medical and automotive experts who spoke at an unprecedented, "seat belt seminar" in Toronto, held by the Ontario Department

of Transport on June 5.

The session launched a government-sponsored campaign to try to overcome the "seat belt paradox", as Transport Minister Irwin Haskett described it — the fact that so many people still don't bother to wear seat belts despite their obvious value.

Brought together for the seminar were 37 agencies. Despite the fact that many of their representatives belonged to safety groups, a show of hands indicated that a substantial number hadn't done up their seat belts on the way to the meeting.

"I'm using my belt on the way home," was a frequently heard comment after the meeting. And with reason.

Item: car doors that no longer spring open under crash conditions can still cause injury when an unbelted person hits the unyielding door. Moreover, people are still being ejected from cars through the windshield and side windows.

Item: several panelists agreed that in the range of speed between five and 45 m.p.h., where 75 percent of collisions take place, seat belts save lives beyond any question or doubt.

Dr. Donald F. Huelke, professor of anatomy at the medical school, University of Michigan,

spoke of the three elements in car crashes: roadway, vehicle and persons. Even with relatively safe roads and cars, people were still dying because they didn't take the fundamental safety precaution of doing up their seat belts.

Huelke is a man with 10 years experience in safety research, who has had extensive medical training. He is an acknowledged expert in the field. The word from this expert is:

"In general, anyone who doesn't wear a seat belt is stupid."

Other speakers and panelists were Dr. Eric O'F. Campbell, panel chairman and medical director of the Traffic Injury Research Foundation of Canada, Ottawa; Dr. F. L. Lawson, chairman, Committee on the Medical Aspects of Traffic Accidents, Ontario Medical Association; Miss M. Phipps, Department of Psychiatry, St. Joseph's Hospital, London; Roy Haesler, chief engineer, Automotive Safety, Product Planning and Development Staff, Chrysler Corp., Detroit; Wm. A. Woodcock, chief engineer, General Motors of Canada Ltd. and chairman, Society of Automotive Engineers, Oshawa; W. D. Follis, executive engineer, Ford Motor Co. of Canada Ltd., Oakville.

Good Response For Mechanical Fitness Program

Ontario Transport Minister Irwin Haskett has commended Ontario motorists for their favourable response to the new system of inspecting vehicles for certificates of Mechanical Fitness.

"The public acceptance of the program says a good deal about the attitudes toward safety by the people of Ontario. . . . If we really want safety, we have to pay for it."

"By and large, the people of Ontario have demonstrated that they accept the principle that vehicles must be kept in safe mechanical condition in the interests of personal and public safety."

He told the Legislature that the new system brought to nearly 1,000,000 a year the number of vehicles that are inspected under

Ontario Government programs — almost one-third the number of cars in this province. These are in addition to new-car inspections by manufacturers and routine spot-checks by police.

He also commended mechanics and dealers for the responsible way they have been doing the inspections. "There have been very few complaints about irregularities or bad practices," Mr. Haskett reported. "The industry has acted responsibly."

The Mechanical Fitness Certificate was introduced last fall as a requirement when transferring the ownership of a used car.

Besides the requirements for a Mechanical Fitness Certificate, the Transport Department is continuing to operate 15 inspection

check-lanes that are, "very worthwhile tools in the control of unfit vehicles."

Mr. Haskett reviewed the inspection programs as he submitted his Department's spending estimates of \$14,172,000 for the coming year. He noted that the expanded use of computer techniques had made it possible to handle a greater volume of work without increasing staff.

These were among other highlights of his report on the current operations of the Transport Department:

—More than 20,000 persons had to take another driving test last year under the new requirement for re-examination as well as an interview on reaching the nine-point level under the Demerit Point System. Of these, 258 had

their licences cancelled because of poor driving and another 310 had their licences suspended because of poor driving attitudes.

—New vision standards were instituted for drivers' tests. These are more stringent than before, and particularly so for school bus drivers.

—All school bus drivers are being re-examined over a three-year period. There were nearly 7,000 such re-examinations in 1968.

—The number of secondary schools offering driver instruction increased during 1968 from 303 to 331.

—Progress is continuing on a series of tourist and commercial airstrips in Northern Ontario.

North York Extends Safety Patrols

Last year, three schools in North York, a borough of metropolitan Toronto, took part in a pilot project to investigate the merits of the school crossing patrol system.

The test project proved to be so successful the North York Board of Education now plans to institute student safety patrols using grade five and six students in some 100 elementary schools within its jurisdiction.

About 65 students from Silverview, Cummer and Lillian schools were chosen to participate in the project, which was begun in October of last year. An evaluation, made in March, disclosed that the student patrolers involved in the project took their responsibilities seriously and fulfilled them well. As a result of the school safety patrols, says D. McCammon, assistant superintendent of student services for North York, the safety consciousness of the schools as a whole improved, with bicycle and other safety violations sharply decreasing.

It was also found that interest

in becoming a patroller ran high among students in the lower grades. The students who took part in the project worked with police to set up school safety patrols, and this also was considered to have, "a very positive effect," says Mr. McCammon, in improving student attitudes toward police.

The only problem encountered was a certain amount of absenteeism during the initiation stage of the project. A substitute system was successfully worked out to ensure that a patroller would always be on duty when children were travelling to and from school.

Patrollers discharged their duties on a weekly basis, working one of two shifts during the day.

The expansion of the school safety patrol system within North York borough to all other elementary schools where such a service would be of value will proceed over the next three to four years. It will be implemented in phases of eight to ten schools, with two to three more phases expected to be completed within the coming school year. •

survey of pedestrian and vehicle traffic. Crosswalks are also planned in Waterloo, Ont.

* * *

BROCKVILLE — Elementary school children of this city are more safety-conscious when operating their bicycles on city streets, following a city-wide, three week Crusader Cycle Club program sponsored by the Brockville Jaycees and the Brockville Collegiate Institute Key Club. The program was wound up with an awards night held April 29 in the Brockville Civic Auditorium. An estimated 350 students and parents attended.

A PRAYER FOR MOTORISTS

Lord of motoring-folk I pray
Give me wisdom for today.
Help me keep alert and wise,
Keen of mind and sharp of eyes:
Respecting every traffic law,
Chancing neither Fate nor flaw.
Guide those safely on their way—
All we meet or pass this day.
May Thy Presence ever be
At the wheel instructing me.

Mary Edgar, Toronto

Gananoque Radio Marine Watch Will Aid Boaters

As a special service to boaters this summer, the Thousand Islands Citizens' Band Club, a general radio service operating out of Gananoque, Ont., will be conducting a 24-hour-a-day "marine watch", covering the St. Lawrence and the eastern end of Lake Ontario on both sides.

The community marine watch will be on channel 13 of the citizens' band. Thousand Islands C. B.'s will be providing this service in conjunction with the Northern New York C. B. Club of Watertown, New York, and in cooperation with Ontario Provincial Police.

Over 300 posters advertising

the special service to boat operators will be posted at marinas and docks around the Gananoque area. The watch, which began on June 1, will run for three months, to Sept. 15, making emergency rescue service available to operators of radio-equipped boats in this area.

During weekends, Gananoque C.B.'s will patrol the waters in four or five radio-equipped boats, reporting boating accidents or emergencies to O.P.P. cruisers.

The Thousand Island C. B. Club also plans a summer patrol of Highway 401 to assist stranded motorists, as a public service to holiday travellers. •

Women Drivers Win Out In Sarnia's Courtesy Contest

Who's most likely to be the more courteous driver, a man or a woman?

In Sarnia, Ont., it was the women who won out — at least during the month of May.

Sarnia police unwittingly provided more ammunition to those who contend that women make better drivers last month, when they decided to present awards for courteous driving each week, in an effort to encourage safe driving practices on city streets.

It took almost two weeks to find their first courteous driver, a situation Sgt. Brown of the Sarnia police termed, "disgusting".

"It's amazing how much you see when you're really looking . . . things that aren't generally charged," he said.

The first prize-winner was a woman — Mrs. Nancy Thomas of Sarnia. So were the next two prize-winners — Mrs. Betty Jean Hellwig of Sarnia and Mrs. Eileen Cox of Petrolia, carried off prizes during the first three weeks. The one male driver to win an award was a motorcyclist — 19-year-old Bill Hunt of Sarnia, who was driving his 1200 c.c. Harley Davidson at the time he was noticed by city police.

In one case, police followed about 16 male drivers on city streets before coming upon a courteous driver — a woman. Press people accompanied police on their search for the courteous driver. Sgt. Brown commented that it was a good thing



Constable Bruce Larsen, Sarnia police, presents a courteous driver award to the only male winner — motorcyclist Bill Hunt, 19. The three other award winners were women.

they did or they might not have believed the results.

In all cases, the prize winners practiced good driving behaviour, signalling intention to turn, yielding the right of way to pedestrians, slowing down for school areas or construction work.

The police decided to make the weekly awards to encourage safe driving following a report from Sgt. Brown which showed that traffic injuries had doubled in Sarnia during the month of April, jumping from 13 in 1968 to 33 this year. •

Traffic Safety Roundup

COBOURG — A special traffic safety week in this city from May 5 to 12 was sponsored by the Cobourg traffic safety committee. Activities wound up with a Kiwanis bicycle rodeo and a safe driving competition for teenagers operated by Cobourg Jaycees. During the week, traffic violation "tickets" were passed out to jaywalkers by traffic safety committee members — not as a fine, but simply to serve as a safety reminder to pedestrians.

* * *

ACTON — Acton Chamber of Commerce has taken steps to take over and operate the disbanded Acton Safety Council. Projects for the coming year: an improvement in the parking situation on Acton streets and the distribution of a regular newsletter to all Safety Council members.

* * *

KITCHENER — This city will soon be installing its first pedestrian crosswalks, following a



Seat Belt Seminar



Why aren't people wearing seat belts?

What can be done about it?

This is the crux of a problem that Transport Minister Irwin Haskett calls the "seat belt paradox". To look for solutions, and to launch a campaign that aims at greater seat belt use by the general public, the Ontario Department of Transport held a seat belt seminar June 5 in Toronto, bringing together concerned representatives from the automotive industry, safety organizations, police and government agencies.

As Mr. Haskett said in his opening remarks, discussion about seat belt use is both, "important and incongruous".

It is incongruous because seat belts have long been standard equipment on cars manufactured on this continent — yet the majority of motorists do not wear them.

It is important, because many lives and much suffering could be saved, through the simple safety precaution of doing up a seat belt.

Zeroing in on the seat belt problem were seven medical and automotive experts who spoke at the seminar: Dr. Eric O'F. Campbell, panel chairman, who is medical director of the Traffic Injury Research Foundation of Canada, Ottawa; Dr. F. L. Lawson, Chairman, Committee on the Medical Aspects of Traffic Accidents, Ontario Medical Association, Cobourg; Dr. W. R. Ghent, chief of surgery at Hotel Dieu Hospital, Kingston, and

associate professor of surgery at Queen's University; Miss Margaret Phipps, department of psychiatry, St. Joseph's Hospital, London; Roy Haeusler, chief engineer, Automotive Safety, Product Planning and Development Staff, Chrysler Corp., Detroit; W. A. Woodcock, chief engineer, General Motors of Canada Ltd., and chairman, Society of Automotive Engineers, Ontario Section, Oshawa; W. D. Follis, executive engineer, Ford Motor Co. of Canada Ltd., Oakville. Dr. D. F. Huelke, professor of anatomy at the medical school, University of Michigan, was guest speaker at the noon luncheon.

Jointly, the panel and luncheon speaker presented a most convincing case for the wearing of seatbelts during the half-day seminar.

Traffic collisions are costly. This was the point made by Dr. E. Campbell, who told the audience that over 15,000 hospital beds a day are occupied by traffic collision victims in Canada. "Traffic accident damages amounted to one billion dollars in 1968, and medical costs are estimated at four to five million dollars."

This high toll of death and injury could be substantially reduced, said Dr. William R. Ghent, by the use of seat belts. He estimated that 500 Ontario motorists who died in automobile crashes last year would be alive today if they had worn seat belts. Thousands more would have escaped serious injury.

"The mere presence of seat belts is not like the St. Christopher's medal," he said. "They must be worn to be of use."

In a Queen's University study, said Dr. Ghent, 200 cars on 401 highway were checked for seat belt use by occupants. Only 35.2 percent were found using lap belts. A minimal 2.7 percent were wearing both the lap and diagonal belts, the safety com-



The panel at the seat belt seminar included medical and automotive experts with a concern for safety: left to right, Margaret Phipps, Dr. F. L. Lawson, Dr. W. R. Ghent, Dr. E. Campbell, Roy Haeusler, W. A. Woodcock, W. D. Follis.

bination most highly recommended by experts.

"Seat belts are of little value in crashes occurring at four to five mph., said Dr. Ghent, "And they're of little value in crashes occurring at 120 mph. But they're of the utmost importance between five and 45 mph., where the majority of collisions occur."

It is the "second collision", the effect of an unrestrained occupant on the interior of the car, he said, that is now causing death and injury. About 66 percent of motorists still don't use seat belts — "they are a very cheap insurance."

He cited the different reasons people give for not using seat belts: "I don't need them, I'm a good driver" — "too much trouble" — "too lazy" — "seat belts are dangerous".

Some injuries are occurring through the use of seat belts, he said, but these are mainly because of improper use. Bruising to internal organs may happen when the lap belt is worn high, instead of low and positioned around the thigh and pelvic area. Shoulder belts must not be worn too tightly or loosely. A fist's width between the belt and wearer is the best adjustment and allows for comfort.

Many of these injuries are occurring, said Dr. Ghent, because, "many restrained people are surviving crashes that would otherwise have died".

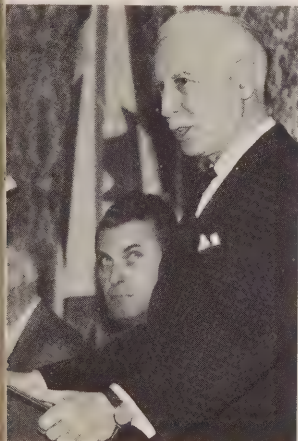
"Most of these injuries are survivals."

Demolishing the idea that seat belts can be dangerous, he revealed that the occurrence of fire in the event of rear-end collisions was very rare, involving less than .5 percent of all automobile collisions.

In case of fire, he said, seat belts would prevent head injuries and give the driver a chance to retain consciousness and react.

"Most drivers are hypnotized by their abilities behind the wheel," he offered as a final explanation of why people don't use seat belts.

The medical profession itself is a major offender when it comes to using seat belts, he said, with a very low percentage of regular seat belt use. Yet doctors could do much to introduce the use of seat belts as a health measure. He cited the example of a Pittsburg, Pennsylvania doctor who increased the usage of seat belts among his patients from 19 to 49 percent. But on the whole, he said, doctors are "callous" in their at-



Our target is getting every man, woman and child to put in their seat belts when they get in the car." Transport Minister Irwin Haskett opens the seminar.

titudes toward the introduction of this safety measure.

Automotive expert Roy Haeusler briefed the audience on Chrysler's crash simulation tests, which had conclusively proved the value of seatbelts.

In simulated crashes, the vehicle stops suddenly, but the unbelted occupant does not. The vehicle is generally found to be in good condition after a crash, he said, and the passenger compartment is intact — not nearly as damaged as the occupant.

"The preponderance of evidence," says Mr. Haeusler, "is that the odds are with you if you wear a belt."

William A. Woodcock of General Motors, Canada, produced more factual evidence to back up this statement, referring to a United States National Safety Council study made in 1966-67, which showed that 2,000 motorists in the United States had survived automobile collisions over this time period because they had been wearing restraint systems. Some 8,000 more would be alive, had they worn seat belts.

One member of the audience suggested that an incentive system might encourage the general use of seatbelts. He outlined a

seat belt use will also be passed out by council members.

It was suggested by one member of the audience that only suitable legislation will make people wear seat belts. But the word from the experts is that this kind of law would be far too difficult to enforce.

Safety Expert Calls Non-Users, "Stupid"

"In general, anyone who doesn't wear a seat belt is stupid."

That's the point Dr. Donald

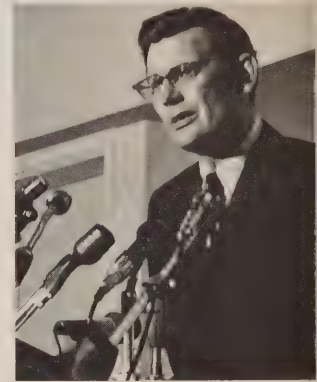
the three elements involved in every collision: roadway, vehicle and persons. His slide presentation illustrated that while roadways and vehicles may be relatively safe, unrestrained car passengers were still dying by being smashed through car windshields and against projections in the car compartment.

Cars involved in collisions were shown upon the screen, while Dr. Huelke explained how injuries were sustained by unbelted passengers. For your own sake, he stressed, get others in

The supposition, said Dr. Huelke, that you are safer being thrown clear of your car is "tragically wrong". This he illustrated by showing how some motorists have been crushed by having their car roll over them. Brain fractures and severe lacerations can also occur when you are thrown through a car window shield.

"Set an example," said Dr. Huelke. He said that the communication media, and newspapers in particular should mention the use of seat belts in reporting standard accidents. Children should be told about their usage at a relatively early age.

"I don't want to see laws enforcing seat belts," said Dr. Huelke, as they would constitute a certain invasion of privacy — "your automobile is an extension of your home."



Dr. D. F. Huelke

He suggested, however, that legal automobile collision settlements take into consideration whether the driver or occupants were using seat belts.

* * *

The Ontario Government has already enlisted the help of many agencies in Ontario to promote greater use of seat belts. A wide variety of materials will be provided by the Transport Department for distribution through police, community safety groups, service clubs, Chambers of Commerce and other organizations with an interest in saving lives on the highway.

Are you interested in helping out on the seat belt campaign? Bulletin board posters, wall posters, envelope stuffers, dashboard stickers, folders and place mats promoting the seat belt habit are available free of charge upon request from: The Highway Safety Branch, Department of Transport, Ferguson Block, Queen's Park, Toronto, Ont. •

Why Don't YOU Wear Seat Belts?

"I'm a good driver, so I don't need seat belts"

Even the best driver can make a mistake. And remember; many collisions involve two vehicles. It's human nature to think that collisions only happen to "somebody else". That's what everyone says . . . until it happens to them.

"I've heard seat belts can break"

That's remotely possible. But it takes about 5,000 pounds of force to break an approved seat belt that's in good condition. Before it breaks, it will have saved you from smashing into the dashboard or windshield with that kind of killing force.

"What if the car catches fire or goes under water?"

Seat belts help to keep you conscious and uninjured so you can get free of the car. It takes only a split second to release the seat belt.

"We don't drive fast"

Most injuries and deaths result from collisions at 40 mph or less. A sudden stop or a collision at even twenty miles an hour can smash you and your passengers against the windshield with brutal force.

"They look uncomfortable"

They're only uncomfortable if you sit on them. They prevent slouching that adds to fatigue.

"I'd sooner be thrown clear of the car"

That's dead wrong. Research shows that you are at least five times more likely to be killed if you are thrown out of the car.

"Our youngsters are trained to stay in their seats"

But could they stay in their seats if you stop abruptly or have a collision? Almost certainly not. And the driver can't hold a youngster with one hand while driving with the other . . . especially in a panic situation.



Professor Allen M. Linden, from Osgoode Hall Law School, offers suggestions on increasing seat belt use.

program now in force in several states of the U.S.A. which gives a discount of \$5 on a traffic violation fine to persons who were wearing a seat belt at the time they committed an offence.

John Stevenson of the Niagara Safety Council explained a program his council intends to initiate which could be followed by other communities. A seat belt spot-check of cars in the Niagara area will be made, and a weekly award given to a belt-wearing motorist. Car stickers advising

F. Huelke, an expert with 10 years experience in safety research, made at the luncheon with a slide presentation that graphically illustrated the case for seat belt use.

Dr. Huelke has spent seven years investigating fatal auto accidents and is now investigating non-fatal accidents. He is a professor of anatomy at the University of Michigan.

In his speech, he talked of

your car to belt up. He cited one example of a driver crushed to death by an unbelted passenger behind him in the back seat.

While car doors on new model cars no longer break open, people are still being ejected through windshields and side windows. They are sustaining fatal injuries through being smashed against the dash and other projections of the car.

AT BELTS....WHAT'S HOLDING YOU BACK?



The seat belt seminar concluded with a luncheon and slide presentation made by Dr. Donald Huelke, one of the leading authorities in North America in the field of research on the value of seat belts.



Guests of note at the luncheon were Health Minister Matthew B. Dymond (left) and Ontario Safety League president and chief engineer for Chrysler of Canada Ltd. George A. Lacy.



Walter D. Folis, executive engineer, Ford Motor Co. of Canada Ltd., explains the merits of the Ford "Tot-guard", a safety seat for very young children. Both it and the General Motors infant seat, shown by General Motors chief engineer Wm. A. Woodcock, right, were highly recommended by safety expert Donald Huelke.



A wide variety of materials on seat belt safety were available at the "Safety Smorgasbord" after the seminar — here Aldona Satterthwaite, assistant editor, Canadian Motorist Magazine, picks up some samples.

Seminar Questions and Suggestions

Question: Would you deem it practical to put in a flasher or buzzer that would prevent operation of the car before doing up seat belts?

Answer: This would pose too many technical problems. For instance, if someone undid their belt while the car was in motion, would the engine then stop? If not all the seats were occupied, and perhaps there was only one passenger, how could the car operate?

Question: The front of my car looks like a plate of spaghetti with all those seat belts. What about a retractable system of seat belts?

Answer: Work is going on in the development of retractable seat belts. The problem car man-

ufacturers have to overcome is that they be as safe as other models.

Question: Must seat belts be replaced after a collision? Must they be replaced every three years?

Answer: Seat belts should be inspected and perhaps replaced only after a severe impact. Seat belts that are five years old have been tested and found to be in satisfactory condition, able to sustain a force of 12,000 lbs. For ordinary collisions 3,000 lbs. is all that is required.

There is one common location where all motorists stop every few days — the gasoline station. As a public service project,

station operators might be persuaded to have their staff conclude their transaction with the customer by saying, "Thanks for coming in and come in soon again. In the meantime, don't forget to wear your seat belt."

It's possible quite a few motorists would get the message.

A color code for seat belts would make them easier to use. With the increasing number of belts in larger cars, many people have difficulty finding the correct belt — and end up wearing none. Color coding would increase usage.

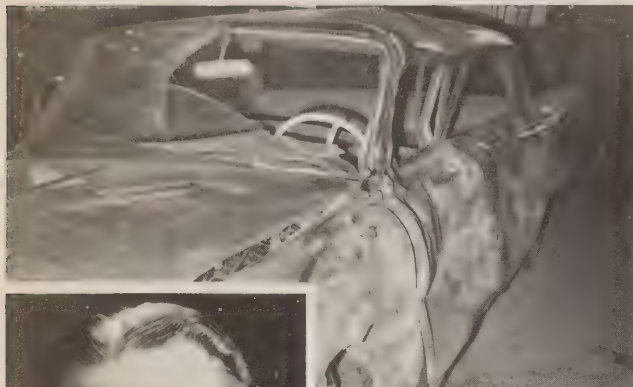
Why couldn't the auto manufacturers and life insurance companies agree as an industry

to carry a display line, or copy panel, perhaps with a universal symbol in every ad and television commercial they run, and also in radio spots, urging the use of seat belts?

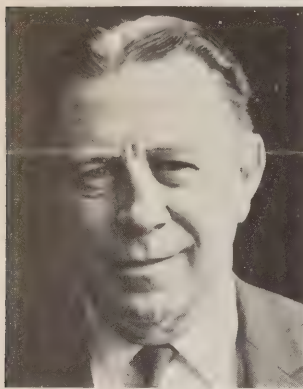
External lights might be installed on cars, activated by the driver to indicate that his seat belt and that of his passenger is done up. If the lights are out, he might be stopped by police and warned or fined.

It might be possible to penalize the motorist who is not wearing seat belts in event of an automobile collision by decreasing his legal claims settlement by perhaps 25 percent. This would be an incentive to seat belt use.

SEAT BELTS WORK — WE'RE LIVING PROOF



This is the car Jim Luscombe was driving when involved in a 60 mph. collision.



Jim Luscombe

"I was proceeding west on highway 401 at approximately 60 miles per hour when my car was struck on the driver side by a truck carrying several head of cattle. This occurred at a point approximately seven miles of interchange 105. The car was demolished and I spent two weeks at Kingston General Hospital with four broken ribs and internal injuries. The police said that seat belts definitely saved my life. The other driver was convicted of careless driving."

Jim Luscombe,
Toronto



Mr. and Mrs. J. Brubacher

"My wife and I were returning along the 401 highway from a Canadian Independent Adjusters' Conference. We were travelling with traffic at 65 to 70 mph. when a car in front of us went out of control on the wet road and our brand new Oldsmobile went into the heavy guard rails with the front end and then backwards into the other vehicle."

"There was approximately \$2,400.00 damage and fortunately, because of the fact that we were wearing shoulder belts and lap belts, we were kept out of the windshield and dash parts. The headrests were certainly of

benefit in the rear end type collision. Only about 40 miles earlier, we had taken the time to adjust the shoulder belts with a hand width between the chest, as instructed."

"We make it a practice to keep articles such as cameras, etc., out of the back window and these little safety habits that I have been practicing over a number of years certainly paid off. One does not realize the value of these bothersome safety habits until the 30 seconds of need arise."

John A. Brubacher,
Guelph Ont.
father of six.



"My mother's a real 'bug' on safety. We used to tease her sometimes because she wouldn't turn the key to start the car until we were all buckled into our seat belts. Doing up my seat belt became a habit and I always fastened it when I was riding in someone else's car too. It's a habit that saved my life!"

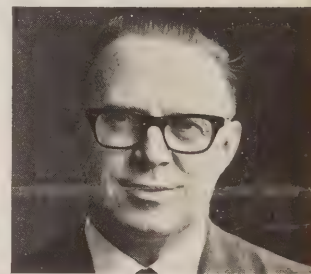
"I was riding in the front passenger seat of a small sports car one Friday night, heading out of the city in the summer weekend traffic rush. Another car came across the 401 median and slammed into us. The car I was in was a complete write-off but all I suffered was a broken left arm. The driver, who was also belted in, was more seriously injured but survived the crash."

Judy Nevitt
Toronto

Still not using seat belts?



What's holding you back?



Thomas Luscombe

"I was a passenger in the front seat of a 1968 car. Fred Smith of our firm was driving and we were both wearing seat belts."

"We were proceeding west on highway 401, when at the intersection of highway 6, a loaded meat truck entering the 401 from the cloverleaf went out of control, crossed both lanes of the 401, collided with our car and rolled over it, crushing it down to the dash and seats."

"Did seat belts save our lives? No question of it."

Thomas Luscombe,
Toronto

Largest Safety Patrollers' Jamboree Attracts 1,000



A highlight of the ninth annual safety patrollers' jamboree was the presentation of gold life-saving medals to two Ontario patrollers. Here, Joan Greenberg, 10 of Ottawa, shakes hands with Mrs. Michener after receiving her award from Governor General, Roland Michener, right.

Over 1,000 school safety patrollers from all across Canada flocked to Ottawa May 15 to 17, to take part in the largest national school safety patrol jamboree since it began nine years ago.

From points as far away as Cranbrook, B.C., they came to see the sights in Ottawa and enjoy the full program planned for them by the Canadian Automobile Association. The visiting patrollers and their police safety officer chaperones were sponsored by motor clubs, by police departments, school boards and service clubs from their home towns.

The national jamboree was the high point of this year's national school safety week, which Prime Minister Pierre Trudeau designated to run from May 11 to 17.

Some 3,000,000 elementary school children are protected by more than 85,000 safety patrol members throughout Canada.

Highlight of the three-day jamboree was the presentation of the Canadian Automobile Association's gold lifesaving medals

to two young Ontario patrollers on the morning of May 16. Joan Greenberg, 10, of Ottawa, and Ann Chambers, 13, of Tecumseh, were the fifth and sixth winners of the award. Both girls had saved young children from being hit by speeding cars.

Governor General Roland Michener was made an honorary member of the school safety patrol by the young people. He received a school patrollers belt which he promptly strapped on, to the delight of the youngsters.

On Saturday, May 17, Ottawa's 5,000 safety patrollers joined the visitors and more than 100 police officers for a spectacular parade from MacKenzie Avenue beside the Chateau Laurier to Parliament Hill, where Consumer Affairs Minister Mr. Basford received their salute.

Other activities for the young patrollers included a visit to the Royal Mint, guided tours of the Houses of Parliament and the National Museum, a special circus performance and lunch in Lansdowne Park, hosted by the city of Ottawa.

'Trailer' Demands New Driving Skills

Drivers who are planning on taking a new boat or trailer out on the road for the first time this year need a whole new range of driving skills.

The wise driver will know all the ins and outs of good trailering — before he makes that first long highway trip. A couple of "test runs" will give a good idea of basic differences that must be compensated for:

—Added weight increases acceleration time and special caution must be used when passing other vehicles. Make sure there's enough time for passing, and take the extra length into consideration when pulling in to the right-hand lane.

—Sharp turns are out. Swing wide around corners to allow room and time for the trailer to turn.

—It takes more time to stop, and sudden stops, even at fairly low speeds, can jack-knife a trailer or shift the load. Ample room must be maintained between a car and trailer and the car in front, and a speed maintained that

will make sudden stops unnecessary.

—A high trailer or boat can cut off rear vision. Special mirrors may have to be installed on your car.

—A car towing a trailer uses more gas and oil. Keep an eye on the gauge and you won't be caught short.

Differences that can't be seen should also be taken into consideration when operating a car and trailer.

Additional stress and strain on a car pulling a trailer make frequent check-ups a good idea. If a large boat, a house-trailer or camper is being taken on frequent trips, a heavy duty radiator and heavy duty rear tires would be a good investment.

The car engine will tend to overheat on long grades, when it's working harder. The engine should not be turned off, but left in neutral and idled faster in order to increase the flow of cool air.

Car and trailer tires need pressure proportionate to the weight of the load, to reduce



TAKING A TRAILER ON THE ROAD THIS SUMMER? You'll need new driving techniques and knowledge. "Trailer-wise", a booklet containing tips for passenger car owners, is available free upon request from the Highway Safety Branch, Department of Transport, Parliament Bldgs., Toronto.

the danger of overheating, uneven tire wear and blowouts. The correct pressure for the weight of the load can be checked by a call to a tire dealer.

When starting out on a trip and at regular intervals during a trip, it's a good idea to stop and make a safety check of the following: load distribution and fastenings; hitch and safety chains, lights, trailer wheel bearings.

A car and trailer operator

should practice special consideration for other motorists. On single-lane highways, he should give other drivers a chance to get by him and resume regular highway speeds if he is driving slowly, by pulling off the highway. A trailer that sways or "fishtails" at highway speeds is a real danger to other motorists. Loads must be properly distributed and tied down to keep them from shifting and to keep both car and trailer balanced correctly.

WATER SAFETY

Safety takes on an added dimension in summer, when thousands of boaters and swimmers take to the lakes and waterways of Ontario. This page of Ontario Traffic Safety gives water-wise tips and sources of information for those who plan a safe — and happy — summer in the sun.

Safety Tips For Families

TODDLERS AND SMALL CHILDREN must be kept under surveillance at all times when near the water. Discourage use of inflatable toys which can be used for buoyancy, especially if the user is a non-swimmer and water deepens quickly — an off-shore wind or current, a chance leak, can spell tragedy.

Never take children swimming on a beach you are unfamiliar with. Strong currents or undertows, a sudden drop in water level, are all hazards to watch for in strange waters.

WHEN BOATING, make use of life-jackets mandatory for all. Never let life-jackets be used as seat cushions. This will pack them down and deteriorate their buoyant qualities. It's a good rule to test all boat life-jackets and floatation cushions at the beginning of each year, discarding equipment that does not perform satisfactorily and replacing it with new safety equipment.

LOW - COST LIFE - SAVING EQUIPMENT can be kept close at hand on a swimming or boat dock. A light-weight wooden pole should be attached along the side of the dock or mounted upright on a board projecting vertically from the dock. A life-saver attached to a generous length of strong but light rope (30-40 feet) should also be standard safety equipment.

CHECK THE WEATHER — Boating and swimming activities should be always checked against the weather. The Great Lakes are known for their sudden

There's a wealth of free water-safety information available to those who would like to read up on how to have a safe and water-wise summer this year. For literature on summer safety, write to the following sources:

- The Highway Safety Branch, Ontario Department of Transport, offers the booklet, "Trailer-wise — Tips for Passenger Car Owners".
- The Information Services Branch, Federal Department of Transport, publishes a thorough and informative booklet for boaters, "Safety Afloat".
- The Ontario Safety League, 208 King St. W., Toronto, offers the pamphlet, "Water-Skiing".
- The Ontario Division, Cana-

dian Red Cross Society, 95 Wellesley St. E., Toronto, has the following safety information available upon request: "Play Safe Always" — wallet card; "Boat Safety" — wallet card; "Play Safe" — pamphlet; "Rescue Breathing" — pamphlet and wallet card; "Survival Swimming" and "Be Sure They Are Safe" — pamphlets.

- Air Transport Command, Canadian Forces Base, Trenton, offers a booklet covering the marine rescue organization for the Great Lakes area.

storms and unpredictable water. A sudden wind can cause rough water in a relatively short time on a shallow lake. Your best precaution is to head for shore the moment a storm threatens and be wary of the weather changes signalled by a freshening wind.

CANOES and other light unpowered boats should remain close to shore. Non-swimmers should not attempt to take out a canoe unless they are wearing life-jackets and know how to tread water.

WHAT WOULD YOU DO:

- If you had to ride out a squall in a light, unpowered boat? Keep the bow of the boat pointed into oncoming waves by trailing a sea anchor, a bucket or some heavy weight from the tie-rope on the bow. Sit or lie on the bottom of the boat.
- If you were thrown from your motorboat and it was circling around you at full throttle?

A piece of clothing, such as a shirt, thrown in the path of the boat or in the motor should tangle in propeller blades and stop the motor.

—For a severe sun-burn?

Calamine lotion will relieve the pain and promote healing in cases of severe sunburn.

—For sun-stroke?

Call a doctor. No first-aid remedies are available for sun-stroke.

Survival Breathing

If you know the simple method of survival breathing, sometimes called mouth-to-mouth resuscitation, you could save a life this summer. Clip this short guide and keep it in your wallet for emergency reference — or write to the Ontario Division, Canadian Red Cross Society, 95 Wellesley St. E., Toronto, for their wallet card, "Rescue Breathing".

—Start survival breathing immediately. The sooner you start, the better your chance of reviving the victim. Lay the victim on his back, lift his neck with one hand and tilt the head back.

—Pinch the nostrils to prevent air leakage. Then, seal your mouth tightly over the victim's mouth and blow in. His chest should rise.

—Stop, and listen for air escaping from lungs.

—Repeat this procedure 12 to 15 times per minute. Con-

tinue until breathing is restored or medical help arrives.

—Very small children and infants breathe more quickly than adults. And, their lung capacity is smaller. Cover both nose and mouth with your mouth and blow in, taking care not to blow too hard. Use small puffs of air about 20 times per minute. When breathing resumes, keep the victim quiet and lying down. Call a doctor for further medical attention. •

Safety Tips For Communities

Your beach association or lakeside community could provide a valuable service to its members by sponsoring summer courses in water safety this year. Materials for instructors and students are readily available in bulk from several sources:

- The Ontario Division, Canadian Red Cross Society, 95 Wellesley St., Toronto, has material outlining a survival swim test, the technique of drownproofing and many others, which can be obtained in bulk at a very low cost.
- A "Better Boating" course for beginners comes complete with kit for 20 and instructor's manual. For further information on the course, contact the Ontario Safety League, 208 King St. W., Toronto. •

 **ontario traffic safety**

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Hon. Irwin Haskett, Minister.
Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.
Pat Michener, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.

**look what you could
be up against if you
don't wear your seat belt**



INTERNATIONAL NICKEL

International Nickel ran this full-page ad in the Sudbury Star as a public service to Sudbury residents and in support of the current seat belt campaign.

INCO Supports Seat Belt Campaign

In Sudbury, Ont., the seat belt campaign has received a substantial boost through the safety-minded efforts of the International Nickel Co. of Canada.

As a public-service gesture, International Nickel ran a full-page reminder on seat belt use in the Sudbury Star on Saturday, June 14. Prepared in cooperation with the Department of Transport, the ad put the case for seat belts with pictures of what happened when General Motors simulated a 30 mph crash using a belted and unbelted dummy, and backed it up with facts that conclusively proved the value of seat belts.

INCO also mailed copies of the ad to its employees in Sudbury, Welland and Port Colborne.

Many other agencies and organizations with an interest in saving lives on the highways are aiding and supporting the Department of Transport's seat belt campaign.

Materials for seat belt safety campaigners — posters, envelopeuffers, stickers, folders and lacemats — are available upon request from: The Highway Safety Branch, Department of Transport, Ferguson Block, Queen's Park, Toronto.

New Amendments For Traffic Safety

Some amendments to the Highway Traffic Act, enacted during the last session of the Ontario Legislature, have now become law.

Other changes will become effective on January 1, but most of the new provisions, including stiffer penalties for speeding and other infractions, will come into force on September 1.

As of now, these are the changes that are in force:

- New residents have up to 30 days to obtain an Ontario driver's licence. Previously, this step had to be taken immediately upon taking up residence.
- Self-propelled implements of husbandry may be operated by farmers between farms without registration. Under

the new amendments, a self-propelled instrument of husbandry is defined as a self-propelled vehicle manufactured, designed, redesigned, converted or reconstructed for a specific use in farming.

- A "slow moving vehicle" sign is required by a tractor or other vehicle only when moving along a highway, not when crossing directly from one side of a road to the other.
- The allowable maximum length for a combination of vehicles has been increased to 65 feet from 60 feet.

The bulk of the changes to the Traffic Act will take effect on Sept. 1. When he introduced these amendments in the Legislature, Transport Minister Irwin

Haskett said they are "calculated to be more realistic in the light of present-day conditions" and to draw a sharper distinction between serious and minor violations.

Changes that become effective Sept. 1 include a sliding scale of fines for speeding convictions, with the penalty rising sharply in relation to the speed; a minimum fine of \$100 for a careless driving conviction, instead of the present \$10 minimum; a new amendment which will give a police officer the power to arrest a driver who fails to identify himself.

The discretionary jail term for a careless driving conviction will be increased to six months from the present three months — a jail term that may be in addition to, not instead of, a fine.

Saved by a seat belt?

Has a seat belt protected you from serious injury . . . or worse? Please write and tell us about it. Your experience could help to save others from injury or death.

HIGHWAY SAFETY BRANCH,
ONTARIO DEPARTMENT OF TRANSPORT,
FERGUSON BLOCK,
QUEEN'S PARK, TORONTO 5, ONTARIO.

This ad ran in all Ontario dailies in June. Personal experiences are sought as another line of investigation in the Department of Transport's continuing seat belt campaign.

First-Hand Experiences Aid Seat Belt Promotion

Have you ever been involved in a serious collision?

Were you wearing seat belts at the time?

The Department of Transport is interested in hearing about your personal experiences with

seat belts and how they worked for you.

This is one more line of investigation in the continuing "seat belt campaign", which aims at getting Ontario motorists to do up their seat belts every time

they get in a car.

Sometimes it takes much more than facts to convince people of the value of the seat belt habit. This is why personal experiences are of value.

Take the case of John Hogan, of Toronto, who was wearing a seat belt when his 1965 Thunderbird crashed into a grove of trees off highway 50 near Palgrave. He sustained a broken rib, facial lacerations and a lung contusion. The policeman who released his seat belt to take him out of the car stated that it was the only thing that saved his life.

Recently Mr. Hogan finished installing a complete set of belts in his second family car, a station wagon.

Robert D. Smith, of Hamilton, and his wife were driving along a Hamilton street when their car was struck on the right by a car that had run a light. Some \$1200 damage was done to their car. "There is no doubt in our minds that our seat belts saved our lives," he says.

What are your seat belt experiences? Write to: Highway Safety Branch, Dept. of Transport, Ferguson Block, Parliament Bldgs., Toronto.

"Diamond Jubilee Driver" Boasts 60 Years of Safety

Jim Fletcher, of Tilbury, Ontario, has never had a traffic collision while driving his car. The only ticket he's ever received was for parking overtime.

This might not be so remarkable, except for the fact that his is a record spread over 60 years of driving — Jim Fletcher is 91 years old. Recently, he passed his yearly re-examination with flying colours, though certainly he never expected he would fail it — "I'm just a youngster," he says.

Jim is one of a very few, "diamond anniversary" drivers in the province of Ontario. These are drivers who have passed their 90th year and have retained their driver's licence, boasting a total driving experience of 60 years and more. Their story is the story of the



REMEMBER WHEN . . . Jim and Ada Fletcher recall memories of yesterday looking at a picture of one of Jim's first cars.

placed crossways in the framework and was cranked on the right side; the driver mounted this machine from the right and drove on the right side."

"The licence plates were made of rubber, cost \$1 and were good for two years."

Speed limits at that time were only 10 mph. That was fine with Jim, because his car couldn't go any faster.

"The ignition was two dry cell batteries which usually went dead a mile or two away from home," says Jim. "Old Dobbin was usually called in to tow us home — the old horse laughing all the way."

Horses presented a real problem to the early driver. The law required that the motorist had to stop his car while the horse and rider went past. If the rider was still having trouble handling his horse, the operator of the "horseless carriage" would have to shut off the engine, get out of the car, take the horse by the bridle and lead it past. "Horses were scared to death meeting this new contraption," says Jim. "I would have to stop about three times in every mile."

Like most early motorists or experimenters of any kind, Jim met some opposition when he invested in his first automobile. He recalls that soon after purchasing his Reo, he was admonished from the pulpit.

"Only two classes of people drive cars," the Presbyterian Minister told his congregation, "and they're either millionaires or fools."

Some ten years later, Jim happened upon the same minister driving a shiny new car. "Times

change," was the sheepish excuse he was offered, when he reminded the minister of his Sunday sermon of long ago.

Jim's wife, Ada, who recently celebrated her 90th birthday, says she was "disgusted" when Jim showed up with the Reo. "It was just a play-toy for the neighbors, at his expense." But Jim gave scores of people their first ride in an automobile, making a point of stopping and offering anyone who was walking a lift.

As a farmer near Fletcher, Ontario, Jim could only drive his car, "two or three months out of the whole year."

Gas was ordered from Sarnia, and arrived at Fletcher in wooden barrels, each barrel containing 50 gallons. At that time gas was a by-product and thousands of gallons were dumped into the St. Clair River to get rid of it. "I always ordered two barrels at a time," says Jim. "The freight on this 100 gallons was \$2.00, making the gas cost three cents a gallon — which almost broke me."

In 1912, Jim bought a Ford model T at a cost of \$750.00. It was powered by a four cylinder engine with magneto ignition. "It was a great improvement over the first two horseless carriages I had," he recalls.

They travelled to the Canadian National Exhibition in their Model T Ford. It took them 12 hours to cover the 200 miles to Toronto, paying 25 cents at three tolls along the way.

It wasn't until 1928 that a driver's licence was needed to operate an automobile. Jim, a

veteran driver by this time, simply filled out an application to obtain this.

Jim owned and operated one of the first farm tractors produced by Ford Motor Co. When he heard that Ford intended to start producing tractors, he jumped on a train to Dearborn, Michigan, hoping to have a look at the new model. At the plant he met Henry Ford, clad in work clothes and hip boots. His son, Edsel, demonstrated the new tractor for Jim.

Jim has always been fascinated by mechanical things. At the age of 16, he drew up the plans for and constructed a "flying machine" which he test-piloted off the roof of his father's barn. It was manually operated. Jim believes that if he had had an engine to put in it, he might have superseded the Wright brothers by a couple of years.

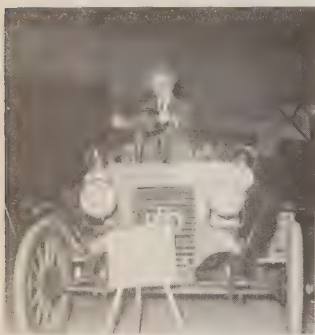
In 1910, he invented a two-row, three-horse cultivator and patented it. But, unable to manufacture, he had to let his patent expire and see the concept taken up and profitably produced by farm equipment companies.



This 1912 model T Ford was one of Jim's favorites and boasted a magnetic fly wheel ignition and a four-cylinder engine.

Jim doesn't drive too much any more, but keeps up his licence for the occasional trip downtown shopping or to the post office and church on Sunday in his 1957 Ford. "I have the honor of taking three ladies to the store every week," he says with a twinkle in his eye.

He's proud of his safe-driving record. Covering over 60 years, it's an achievement few can boast of, and perhaps a lesson and an inspiration for the young driver of today.



This 1905 Reo is similar to the model Jim drove in 1909. It did not have electric headlights, as shown — illumination was provided by kerosine lamps.

pioneer days of the automobile, the days of rubber licence plates, impassable roads and crank-shaft engines. They've seen the progression of the automobile from the one-cylinder "horseless carriage" to the glossy, high-speed models of today and watched muddy, deeply rutted roads turn into super-highways.

"Today," says Jim Fletcher, "unless young people are more cautious in their driving, very few of them will reach 60 years of safe driving."

Jim guesses he has had 25 cars during his driving history, although he's not quite sure of the total number — 60 years is a long time. His first car, bought in 1909, was a 1906 R.E. Oulds, or "Reo". "I traded \$100 and a horse for this one-cylinder contraption. The engine was

"Stopping Demonstration" A Lesson in Caution



THUMP! The police car strikes the "careless walker" at a speed of close to 30 mph. A pylon with a doll's head on top is pulled out from behind the parked car on a string to simulate a child running out in traffic.

How can you get children to stop, look and listen every time they cross the street?

That's the problem faced by traffic safety officers throughout Ontario, and in their search for an answer they've come upon some ingenious ways to impress upon small fry the need for caution.

In Metropolitan Toronto, traffic safety officers have been using a safety demonstration they call the "stopping demonstration" for four years now, with excellent results. It impresses vividly on school children the necessity for walking, riding

and crossing the street safely at all times.

And it doesn't cost a cent.

It shows the children how little time they'll have to get out of the way of an approaching car, and how the precious seconds between the time both they and the driver react can cost them their life.

Police line the children up in the school yard and call upon



Ridden at high speed, this bicycle took 57 feet to come to a full stop.

volunteers for the walking, running and bicycle stopping demonstrations. In the first phase, the volunteer walks at a normal speed until he hears a pre-arranged signal to stop — usually a beep on the horn of the nearby police car. Other volunteers then measure the distance he has walked between the time the horn was sounded and the time he stopped. Sometimes this may amount to two or three feet.

The running and bicycle stopping tests are conducted following the same method. Gradually the distance between hearing the

signal and stopping widens. When the bicycle is ridden fast, the stopping distance may measure more than 60 feet.

In the last phase of the demonstration, a "dummy" on a string is pulled out in front of a police car approaching at 30 mph. The "careless walker" is a pylon or marker with a doll's head affixed to the top. The police car tries to stop in time, but usually hits the dummy with a resounding thump. It's a vivid demonstration of what can happen to a careless pedestrian, and the children react strongly.

"We've found this to be very



WATCH OUT! Some close their eyes, some cover their face with their hands — but everyone reacts when the car strikes the doll.

New DHO Computer Programmed for Safety

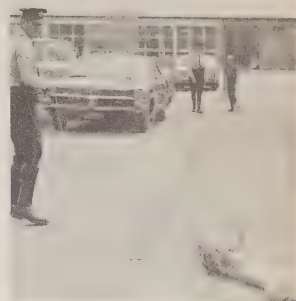
What are some of the most collision-plagued spots on Ontario's network of rural roads?

Which are most dangerous in wet-weather driving?

Formerly, the answers to these questions might have taken weeks or months of research and fact-compiling. Soon they'll be finger-tip information.

In a few months, the Department of Highways of Ontario will put into use the most sophisticated computer system for highway analysis in Canada. Called the Accident Retrieval System, it will give up-to-date information on road conditions and collision history of every one-tenth of the 13,000 miles of Ontario roads under DHO supervision.

The man who developed the system, Paul De Valence, a computer liaison engineer with DHO, says it will allow Ontario rural roads to be evaluated "from a traffic safety viewpoint". The computer will be a 130,000 component bank of "addresses", any one of which can be called up by feeding the appropriate code number into the Toronto-based computer.



Tire tracks dramatically illustrate the stopping time for a car driven at 30 mph.

effective," says Inspector William Myers, Traffic Safety Bureau, Metropolitan Toronto Police. "It's appreciated by the school principals, and it has a very good effect on the kids."

The stopping demonstration was adapted from a safety movie by a member of the Metro Safety Bureau. Unlike the movie, it leaves behind more tangible memories for the school children, with the skid marks and chalk marks from the demonstration serving as mute reminders in the schoolyard for many weeks.

Information from police collision reports covering 25 categories, such as the number of vehicles involved, extent of damage, weather conditions and injuries sustained, will be instantly available for any given portion of rural roadway.

At present, the system is intended only for rural roads under DHO supervision. It could, however, be extended to cover the whole province, including urban areas.

Conceivably, provincial and municipal police forces could use the system to locate areas of highways with particularly high collision rates, determine the number of convictions per arrest for drunken driving and for other enforcement purposes.

The active memory of the computer will be extended first to three years and eventually to five.

With 155,127 traffic collisions in Ontario in 1968, costing an estimated \$89,600,000, the DHO felt some form of large-scale instant retrieval system was absolutely necessary, Mr. De Valence said.

OML Urges Slow and Easy Summer Driving

This is the second year of the "Bring 'Em Back Alive" Campaign, promoted by the Ontario Motor League and its affiliated clubs.

It's meant to ensure that the thousands of holiday motorists who set out to enjoy sun and surf every weekend will make it back safely and take it easy in the driving stretch of their vacation.

While the program is a relative newcomer to Canada, it has met with success in the states, where it was introduced eight years ago.

Stickers, posters, and safety pins are distributed free of charge by the Ontario Motor League or those with an interest in summer driving safety. Write to: The Ontario Motor League, 2 Carleton Street, Toronto, Ontario for further details.

Bicycle Safety Stressed in Nepean



Chief of Police E. G. Wersch and some of the first bicycle instructors in Nepean township — these students from St. Thomas Separate School will train other children in the safe operation of their bicycles during the coming school year.

In Nepean Township, eastern Ontario, Junior is as likely to get a ticket as his dad when he breaks the traffic rules.

Young bicycle riders who fail to stop at Stop signs, don't yield the right of way, ride double or commit other traffic infractions are being stopped by the police and warned — but even more effective action is taken to insure they won't do it again.

Police take their name and address and the name of their father and send the parents of the young offender a form outlining the violation committed. The rest is up to the parents — and in most cases, it means the youngster goes without transportation for one or two weeks.

Nepean Township police are enforcing this program as part of their child safety work, to ensure that young bicyclists will learn safe driving habits early and to reduce the chances that they will become involved in a collision.

The program was innovated in April of this year, and results so far have been, "very, very good," according to Nepean Chief of Police E. G. Wersch. "There have been 160 warnings since the program was started this spring. We have not had the same child picked up again. It's

a little bit of work; we have to send the form out to the parents and we keep one on file here."

"So far, we've had a tremendous reaction."

If a young bicyclist were found committing a second violation, a more serious view would be taken of the situation.

The bicycle safety program has improved safety consciousness among Nepean youngsters, says Chief Wersch. It will be carried on, "indefinitely", with a review made at the end of

this year to assess how well it has worked.

In view of the fact that young people up to the age of 19 years form about 40 percent of Nepean Township's total population, Nepean police are putting the emphasis on child safety work, with one traffic safety officer working full-time in Nepean's 28 public and separate elementary schools.

Hoping to involve young people and make them assume responsibility for their own safety, Nepean police have initiated a bicycle safety program which trains students as bicycle safety instructors in their schools.

The program was started on May 5 of this year, and two schools, St. Thomas Separate School and Parkwood Hills School were chosen for the pilot stage. St. Thomas has graduated 100 bicycle instructors, and Parkwood Hills, 22.

The age groups for the program range from eight to 14 years, with graduating merit badges to indicate four levels: novice, cyclist, expert, and emergency messenger.

Participation has been good, and Chief Wersch expects to involve all Nepean schools in the project in the coming school year.



Watch That Horsepower!

This new, black-on-yellow warning sign means, "Watch out for horses and riders!", and it's a signing experiment by the Borough of Scarborough traffic section to try to get drivers to curb their horsepower when passing equestrians on rural roads.

Whether you're in Scarborough or other localities, show special consideration for horses and riders on country roads. Give them ample room and slow down. Their horsepower is more unpredictable than yours.

Rural Driving Requires Caution

This summer, vacationers will be venturing out of their towns and cities to see new sights and explore new places.

Most likely, they'll be doing a lot of highway driving. It's also likely their trips will take them on unpaved rural roads and byways.

This is a different kind of driving for the city-bound motorist, used to paved streets and heavy traffic. Speed limits on rural roads are 50 mph., unless otherwise posted. But loose gravel, uneven and winding roads, will often make lower speeds advisable. Take corners carefully. Cars tend to "slide" on loose gravel or sand and tires

will not have the same traction as on paved roadways.

When parking a car on rural roads, precautions must be taken. The car must be well off the road. Incidents of parked cars being struck from behind on rural roads are frequent.

Turning onto a well-travelled highway from a rural road demands great caution. Often these roads are hidden from view to approaching motorists.

If you're walking along rural roads, remember to keep to the left-hand side, and walk facing on-coming traffic. As a pedestrian, your best advice on crossing well-travelled highways on

foot is — don't, if you can avoid it. Unless you have a clear and unobstructed view of on-coming cars in both directions, you might find yourself in a foot-race with a vehicle approaching at 50 mph. — hardly a fair contest.

Follow the same rules of the road you would practise on highways when driving on rural roads. The right-hand side of the road, not the middle, is the safest place for your car. Be on the alert for tractors and other slow-moving farm vehicles, particularly when you're coming over the crest of a hill or around a curve. Watch for those slow-moving vehicle signs.



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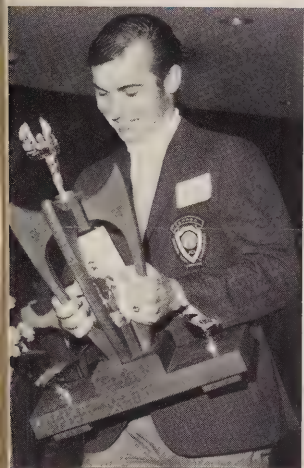
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Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.



Ontario Youth Wins Driving Championships

Top driving skills and road knowledge netted Ontario's Larry Henderson, 18, a \$1,250 scholarship at the National Teen Driving Championships held in Edmonton, Alta., July 12.

The Chippewa, Ont. boy placed third in the Ontario finals held at Sudbury, but moved ahead in the Edmonton competitions to take first place over the other contestants from across Canada. He is a graduate of a driver instruction course.

With his \$1,250 top prize, awarded with a commemorative trophy by the sponsoring Insurance Bureau of Canada, Larry hopes to go to university in British Columbia after completing his grade 13.

The Edmonton Jaycees organized the competition, which included thorough testing for the young people who participated. A written quiz, a road check, personal interview, psycho-physical examination, driver attitude test and driving skill test were used to evaluate the contestants.

Second place winner was Bruce Fanning, Richmond, B.C., who received a \$750 scholarship. Garry Tedford, Outram, Ont., took third place and a \$500 scholarship.

"Buckle Up," Big Firms Urge Employees

Large companies, concerned over their employees' safety on the road as well as at work, have been conducting their own campaigns for greater seat belt use with the help of the Ontario Department of Transport.

Many have taken advantage of the free materials on seat belt safety available from the Department to supplement their own safety programs.

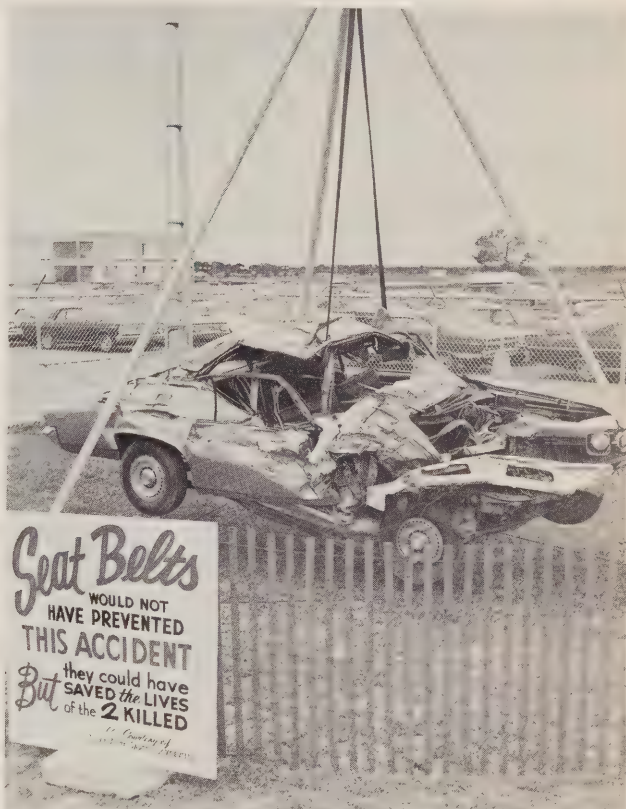
Bell Canada conducted a full-scale, "Buckle-Up" campaign aimed at 9,500 employees in the Toronto area, timed to reach them before the July 4 holiday weekend when many would be setting off on vacation jaunts.

The first phase began on June 27. A king-size banner, displaying the slogan, "Still not using seat belts? What's holding you back?", was draped in the main lobby of the Bell headquarters building on University Avenue. Posters on seat belt use were distributed to all Toronto area bulletin boards; large posters were given to all management staff to be put on prominent display in Bell offices. Large quantities of folders on seatbelt use and dashboard stickers were handed out to all staff.

As part of their summer safety program, General Motors of Canada Ltd. in St. Catharines distributed folders and stickers to their 8,000 employees. Supervisors made seat belt use the topic of a monthly safety talk to GM staff.

Dupont of Canada Ltd., Kingston, programmed their seat belt campaign for the first two weeks in July. They distributed seat belt posters to all area bulletin boards. As an additional reminder to car-owning employees, they distributed folders on seat belt use and dashboard stickers to some 1,300 cars in their employee parking lot. A safety display (see picture) was also set up as a timely reminder.

The Aluminum Company of Canada Ltd., sparked discussion on seat belt use with a questionnaire distributed to 432 employees at their Kingston plant.



HOW STRONG ARE SEAT BELTS? — Strong enough that they might have saved the lives of the two people who died in this car — strong enough to hold the full 3,200-lb. weight of this car suspended a foot above the ground. Dupont of Canada used the car as a safety reminder near their Kingston plant. It is held up by nylon seat belt material manufactured by Dupont.

The 312 replies showed that those who wore seat belts only for highway driving totaled 58 per cent. Some 14 per cent wore seat belts only occasionally.

Twenty-eight per cent always wore seat belts and 26 considered that seat belts had saved them from serious injury in a collision. The results of the survey, and a plea for greater seat belt use, were published in the weekly plant newspaper.

Safety is good business as well as good sense. Seat belts save

lives and prevent serious injury. It may be months before an employee can return to work after an auto collision. It may take even longer to find and train a successor.

Could the employees of your company use a reminder on seat belt safety? Write the Highway Safety Branch, Ontario Department of Transport, Ferguson Block, Queen's Park, Toronto, for details on the wide range of materials available for your seat belt campaign.

"Wear Those Belts!" Say Seat Belt Survivors

Several weeks ago, the Department of Transport ran an ad in all Ontario dailies which asked readers to write in and tell us about their first-hand experience with seat belts.

Many replied. They did so, not because they wanted publicity, but in the hope that their experiences might encourage others to take the simple safety precaution of wearing a seat belt and prevent needless death and injury.

Here are a few of the replies we received.



As a track marshal at Mosport Raceways, **Peter Yardley** of Toronto had seen drivers walk away unhurt from 80 mph. crashes — because they had been wearing seat belts.

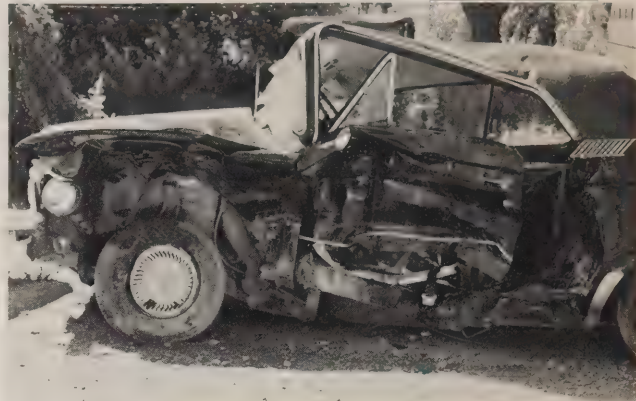
But three first-hand experiences convinced him even more firmly of the value of seat belts, and he wants to share his conviction with others.

The first incident occurred when his car rolled over, at a speed of between 30-40 mph. Both he and his passenger were unhurt.

In the second, he and his wife and family were riding in a car that was struck in the rear

on Highway 400. Their station wagon was demolished. They were unhurt, except for bruises, while Mr. Yardley sustained a whiplash.

Mr. Yardley was hit by an impaired driver on a city street. The combined speed of the cars, he estimates was 80-90 mph. The driver's side of the car was sheared off and his car was spun almost completely around. "I was wearing my seat belts — lap and shoulder type — and suffered only ligament and nerve damage to my lower back," he says. "My hands bent the steering wheel! I still feel the results of this accident, but I could easily have been thrown sideways and at least seriously injured."

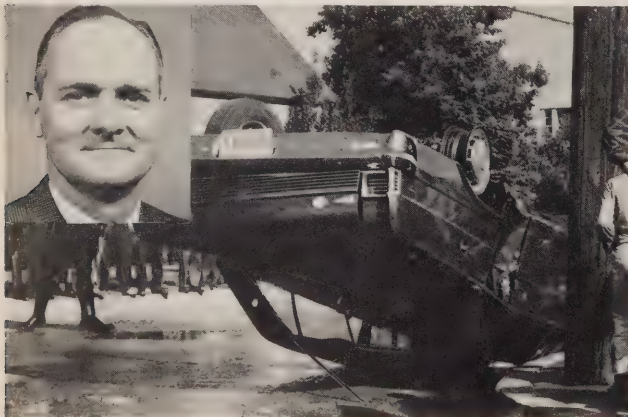


Bill Sylvester was the only one who survived this collision. The two passengers in his car were killed.

This habit



can add years to your life.



Hector McLean Boyd of Weston credits his seat belt with saving him from serious injury in this collision, where his car was struck on the driver side, lifted and overturned.

"I have good reason to be grateful for the protection I received by using a seat belt, and I never drive my car without putting it on."

Hector McLean Boyd of Weston, Ont., put seat belts to the test three years ago in a late afternoon collision on a residential street. A car came through a stop sign and hit his car on the left. "The car was lifted and turned over, and I was hanging upside down, held firmly by the seat belt."

"Luckily, I had my door window down and I had the presence of mind to turn the engine off. I undid the seat belt, crawled through the car window opening and was assisted by a passerby, although this was unnecessary as I didn't receive any physical injury whatsoever."

Bill Sylvester, a young student-at-law, lives in Stratford, Ont. A year ago last July, he was the only survivor in a collision that killed three other people. He was wearing a seat belt. The others were not.

His car was struck on his side, the driver's side, by a car speeding at an estimated 80 mph. The other driver, who was intoxicated, was killed, along with the two passengers in Mr. Sylvester's car.

"I am alive. For me, this is satisfactory and conclusive proof that safety belts do save lives if worn."

"I am 100 per cent behind any campaign which the Department of Transport may undertake to get people to use those seat belts which the manufacturer has installed."

In late fall of 1962, **William F. Comery** of West Hill, Ont., bought a new car, the first he had owned that was equipped with seat belts. As a barrister, his work in traffic collision settlements had long convinced him of their value.

He was wearing his seat belt two weeks later, when he was involved in a serious collision with another driver. Damage estimated at over \$2,500 was done to both cars. Mr. Comery received a cut on the head and was "shaken up". The other driver, who was at fault, was admitted to Scarboro General Hospital in serious condition and lost a kidney through his injuries.

"I always wear a seat belt," says Mr. Comery. "If I hadn't been wearing a seat belt, I would have gone right through the windshield and kept on going." •

Ontario Cities Benefit From Jaycee Safety Work



ROCKVILLE JAYCEES won the Christian Smith Award for child safety work at the Jaycee's annual awards night, July 2, with their ambitious Crusader Cycle Club program. Jack Hamilton, (L) chairman of the bicycle course, and Don Kenney, (R) past president of Brockville Jaycees, hold the certificates of merit for their work. Chief Constable Leslie Sterritt helped in the promotion of the program.

The Junior Chambers of commerce across Canada, who have recently changed their name to the better-known and briefer, "Jaycees", have contributed substantially to the cause of traffic safety in their communities over the past years.

But this year in particular, judges at the 34th annual meeting of Jaycees held in St. John's,

Nfld., June 29-July 2, were impressed by the quality of individual submissions made for the Alfred Campbell Memorial Awards for traffic safety.

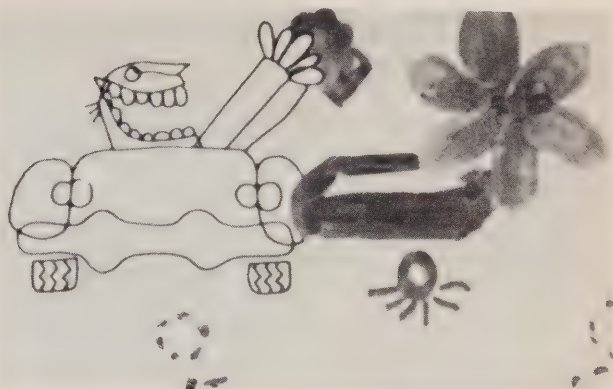
Jaycee organizations from towns and cities in Ontario were well represented among the winners of the annual award, which is sponsored by the Insurance Bureau of Canada. For towns of 20,000 and under, Kirkland Lake, Ont., took first prize of \$500 with their energetic, year-round traffic safety program. Brockville, Ont., was awarded a second prize of \$300 for their child safety activities.

Dorval, Que., took first prize and Kingston, Ont. second prize in the 20,000-75,000 population category. For cities of 75,000 and over, Halifax and Calgary carried off first and second prizes.

Brockville was also the winner of the Christian Smith Award for child safety.

Their winning entry was an ambitious "Crusader Cycle Club Program", in which about 570 Brockville children in grades four to eight were trained in bicycle handling and rules of the road by the 32 members of Brockville Jaycees, with an assist from the junior branch of the Kiwanis Club. The project was originated by Brockville Jaycees with the help of Traffic Safety Officer Dean Humble and it was conducted in six of Brockville's elementary schools.

Their hard work was topped off by an awards night, held April 29 and attended by some 350 children and parents.



"Garbage", a Department of Highways commercial, won top awards for its cartoon portrayal of the litterbug problem.

DHO Wins Top Commercial Award With "Garbage"

The film that won top awards at the seventh annual Canadian Television Commercials Festival, June 24, was "Garbage".

"Garbage" is the name of a one-minute television spot produced for the Ontario Department of Highways, and it represents one more spearhead in their attack against litterbugs who deface Ontario roads.

The film beat out 400 other entrants to take the "Gold Bessy" award for the best English language colour commercial produced in Canada.

"Garbage", a cartoon presentation, shows a motorist tossing an assortment of litter out of his car as he goes along the highway. When he turns into the driveway of his home, he is followed by a DHO garbage truck, which disgorges its contents on top of him. The message is: "We promise not to dump our

garbage on your property — if you don't dump yours on ours".

Fines of up to \$50 face those who leave litter on Ontario roads, defacing them for other passers-by. But police surveillance can't always catch the litterbugs. As a result, the clean-up bill paid by Ontario taxpayers last year topped \$970,000. In just one day last July, motorists managed to scatter 1,306 pieces of litter along one mile of one highway. Multiply this by the 13,000 miles of road under DHO supervision, and you will understand the scope of the problem faced by the Department of Highways.

Littering is also potentially dangerous, with blowing debris and paper presenting a hazard to the highway traveller. Keep Ontario highways clean this year by keeping a litter bag in your car — and using it.

"Fun On Wheels" A Runaway!

Over the past few months, The Ontario Department of Transport has received many requests for its new child safety filmstrip, "Fun on Wheels".

So many, in fact, that not all requests can be filled immediately.

We welcome your interest, but would appreciate your patience — until extra copies of the film are obtained for distribution.

"Fun on Wheels" was publicized as part of the Department of Transport's new bicycle safety program, announced in the May issue of *Ontario Traffic Safety*. The filmstrip uses cartoon characters to illustrate safe and unsafe practices for young cyclists. Two scripts, one for children in grades five to eight, and one for the lower grades, are provided for the convenience of instructors.

More Traffic Deaths Than Drownings In Summer Months

Every summer in Ontario, drowning takes a high toll of lives.

But multiply the heartache and tragedy of our drowning deaths twice over and you'll find a more relentless summer killer — traffic collisions.

Drowning deaths peak during the summer months of June, July and August. During a three year period, 1965-67, the average number of drownings each summer was 208. Highway fatalities still accounted for over twice as many deaths, with an average of 454 dying during the three summer months.

Over the span of a full year, traffic collisions will kill five times more people than drowning. On the average, during the time period 1965-67, 1,617 traffic fatalities occurred in one year while drowning deaths averaged 322.

Children within the age group up to 14 years have the highest relative incidence of drowning.

The highest number of deaths on the highway, the second highest number of deaths by drowning occurs in the "dangerous teens" (15-19 years old) in this three-year study.

Traffic Safety Roundup

SIMCOE — Ed Garson, of Caledonia, Ont., literally preached safety to transport trailer drivers who gathered in his "mobile chapel" for a service in Simcoe recently. The chaplain, who belongs to an organization called Transport for Christ, travels cross-Canada preaching safety and holding services for transport drivers in a chapel set up in the interior of his 40-foot trailer drawn by a tractor. His meetings begin with films on safe driving and end with a regular service.

* * * * *

GRIMSBY—Three of four elementary schools in Grimsby received an Elmer Safety Award at the end of the school year for going the full school term without a fatal collision or injury involving a school child. Our Lady of Fatima, the only school to miss out on an award, did so only because it was not open for the full school year.

* * * * *

OWEN SOUND—As a reward for a good year's work, 167 members of the safety patrol, from nine Owen Sound elementary schools and Rockford school were given a boat trip, sailing from Owen Sound to Tobermory and returning by bus.

GUELPH—There's an elephant in the flowerbeds in Guelph, Ont.! — Elmer the Safety Elephant, whose 10th birthday in Guelph has been celebrated by Guelph parks department with a flower portrait. The flowery depiction is located near a main intersection, and will serve as a safety reminder to school children during summer vacations.

* * * * *

BROCKVILLE—A junior safety council was launched on June 24 in Brockville. Some 70 students from Brockville, Gananoque, Rideau, Athens and South Grenville high schools attended the formation meeting.



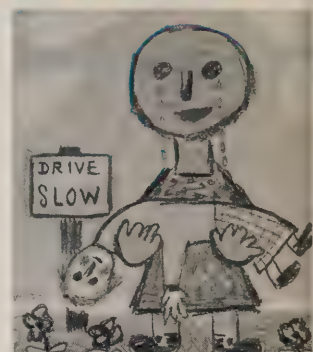
THIS ROOKIE POLICEMAN still has a few years to go before he can wear a uniform, but as you can see, the hat and gloves are a perfect fit. Jimmy Robertson, 4, was one of the children taught a safety lesson by Constable Morley Marquette at Britannia Nursery School, Ottawa, on June 10.

KINGSTON — The Kingston Safety Council has adopted the slogan, "Bring 'Em Back Alive", for its summer safety program. It plans to distribute over 5,000 bumper stickers and decals bearing the slogan to stores, service stations, supermarkets and other retail outlets.

DUNNVILLE — Some new air personalities will be heard on radio around the Dunnville area, and they're all elementary school children who recently taped safety slogans for broadcast use. The tapes will be used as reminders for motorists and pedestrians alike.

* * * * *

LONDON — Cerebral palsy proved to be no handicap to young Anne Marie Schmidt, 13, in her duties as a safety patrol for Northbrae School in London. She carried off the highest award for safety patrol work in London, the F. G. Stoenach Award, on June 19.



DRIVE SLOW and watch out for children — that's the message the National Safety League of Canada hopes to put across with this recently issued bulletin board poster.

BURLINGTON — Awards for services beyond the call of duty in furthering safety in Burlington were presented to two local residents at the Burlington Safety Council annual luncheon June 20. Mary Weaver, in charge of the town's water safety program, and buslines proprietor Grant Norton were the recipients of a plaque for their work.

* * * * *

HAMILTON — Ceremonies, a parade, radio and television publicity and many individual displays and projects made Safety Week in Hamilton this year one of the best yet since the idea originated five years ago. Hamilton's energetic safety council was the sponsor for the week-long campaign.

* * * * *

ST. CATHARINES — 200 tots of nursery school age shrieked with glee at an Elmer the Elephant clown and listened to a safety lecture given by Constable Harry Artinan at Queen Elizabeth Community Centre, June 20. The program, which also included a safety movie and puppet show, was designed to introduce very young children to some rules of safety.

Coming events

August 18-28 — Ontario Motor League teacher preparation course in high school driver instruction.

September 15-19 — Ontario Safety League "Motorfleet" course for fleet supervisors.

September 11-12 — Ontario Safety League Instructor Development course on defensive driving.

August 20-24 — The All Canada Youth Conference, a meeting of 100 young people concerned with safety, will be held in Vancouver.



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Hon. Irwin Haskett, Minister.
Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.
Pat Michener, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.

Majority of New Amendments Now in Effect

The majority of the new amendments proposed by Transport Minister Irwin Haskett as changes in the Ontario Highway Traffic Act became effective throughout Ontario on Sept. 1.

These include a provision that a police officer may arrest without warrant for the failure of a driver to properly identify himself and for failure to remain at the scene of an accident. Power to arrest without warrant is now repealed for failure to notify the Department of Transport of change of address or vehicle sale within 6 days and for misuse of license plates.

Varying changes in fines for first, second and third or subsequent offences has been discarded and new minimum and maximum fines have been established. (For further information on fines, see guide, page 4).

"Median strip" now replaces "divided highway" in the section

of the act requiring motorists to stop when meeting a school bus stopped on a highway where the maximum speed is greater than 35 miles an hour, except on a highway with a median strip.

A median strip is defined as a strip of pavement of more than 10 feet in width, or a physical barrier or an unpaved strip of ground.

Optometrists are now required to report patients with vision conditions that could make driving dangerous.

A new amendment regarding emergency vehicles states that stopping as closely as possible to the right hand side of the road is now required when an ambulance, fire, or police vehicle is flashing a red light on the roof. Previously, this was only required when a bell or siren was operating.

Several other new amendments went into effect on June

9 of this year. These include:

- * an amendment which gives new residents of Ontario 30 days to obtain an Ontario driver's license if they have a valid licence issued in another province, state or country.
- * an increase in the maximum length for a combination of vehicles from 60 to 65 feet.
- * an amendment which states that slow moving vehicle signs are not required on farm tractors and other self-propelled implements of husbandry or any vehicle drawn by them when they are directly crossing a highway.
- * a new definition of a self-propelled implement of husbandry, which is now defined as a self-propelled vehicle manufactured, designed, re-designed, converted or reconstructed for a specific use in farming. Such implements may be operated on a highway

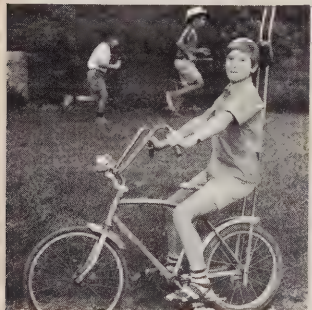
**For a guide to
the new fines,
see page four**

way, between farms or when being taken for necessary repairs, without registration.

- * a new amendment which states that passing within 100 feet of an intersection is no longer illegal, unless signs or road markings so indicate.

On January 1, another new amendment comes into effect, requiring accidents to be reported to a police officer if they involve personal injury or a minimum of \$200 property damage, instead of the present \$100.

Study to Assess Safety of New-Style Bicycles



High-rise "bull horn" handle bars and elongated banana seats are admired by the bicycle set, but may be unsafe, say safety authorities.

"Banana" seats and high-rise handle bars, bicycle gadgets that excite the admiration of modern small fry, are under scrutiny by the Department of Transport.

The investigation is the result of opinions voiced by police and other authorities that the new-style, low-slung bikes with their high handle bars and elongated

seats are less controllable, and therefore less safe, than standard models.

They also point to the new bicycles as a possible factor in Ontario's disproportionate increase in bicycle fatalities in 1968. There were 47 cyclists killed in Ontario last year, more than double the previous year's

toll of 22.

A pilot survey is already underway. Metropolitan Toronto police are aiding in conducting the survey, which consists of obtaining information by means of a questionnaire on bicycle design, equipment and condition to be filled out by a police officer reporting a bicycle collision. The effectiveness of the questionnaire will be assessed around November and some tentative conclusions drawn.

As a control measure, a general questionnaire will also be distributed by traffic safety officers in Toronto schools in order to obtain detailed background information on bicycle usage. This will enable the Department of Transport's Research Section to assess the risk factor involved in bicycle use.

An engineering study of bicycles, with scientific observation of their performance in planned trials, is also contemplated by the Department of Transport to assess the road-worthiness of new-style bikes as compared to the less-popular standard models.

Child Safety Work Pays Dividends In Waterloo

Just how effective is the bicycle safety work done by police in Ontario schools?

In Waterloo, Ontario, police have found that the time and effort they've invested in bicycle safety instruction during the past eight years is paying big dividends.

In 1958, three years before Waterloo police instituted their bicycle safety program, there were a total of 24 bicycle collisions in the city of Waterloo. In successive years, beginning with 1961, the number of collisions steadily decreased. By 1966 the number had fallen to 11, in 1967, nine and five in 1968.

The decrease occurred in spite of the fact that during this period the population of Waterloo doubled in size.

There are approximately 7,200 students from kindergarten to grade eight attending 15 schools in Waterloo.

Safety Is the Law At Tara's Bicycle Court



Tara's first bicycle patrol court comes to order: Judge Peter Trelford (R), Crown Attorney John Gransden, Court Clerk Marilyn Speer, Court Lawyer Edith Robinson.

"Order in the court! Order in the court!"

At 11.00 every Friday morning in the Tara, Ontario, municipal building, Judge Peter Trelford opens court with all the ceremony and observance of form due to the discharge of grave and important business. Justice is meted out quickly and fairly, and the crown attorney and court lawyer perform their roles expertly.

It little matters that the judge and court officials are grade seven and eight elementary

school children, or that most of the defendants are grinning, freckle-faced nine- and ten-year olds who have strayed from the path of the law. It's a real court, with real penalties, and its purpose is very serious indeed—to cut down on bicycle deaths and injuries among children in the Tara area and to ingrain a comprehensive knowledge of the rules of the road.

The "children's court" in this small (population, 600) farming community is the brain-child of Tara's Chief of Police, Malcolm

Armstrong, who became worried in recent months about the irresponsible way in which some of the children were handling their bicycles. When two near-tragedies occurred in which young bicyclists barely avoided death or injury, he decided to take positive action.

"I had to do something," he says. "Something" took the form of a bicycle rodeo, the first held in Tara, on June 18. But he found that children were forgetting their safety rules only a few weeks after the rodeo.

Chief Armstrong then decided to set up the children's safety court, in which young traffic offenders would be given penalties for breaking the rules of the road on their bicycles.

He sought the co-operation of parents in the Tara area, sending out a letter explaining what it was the children's court intended to do and asking for the help of parents in enforcing attendance at the court and applying penalties.

Grade seven and eight children from the Tara Arran Public School were recruited for the safety patrol, composed of a sergeant, a corporal and six patrol officers. All of them are assigned a specific time to go on street patrol to watch that children ride their bicycles properly and give the proper signals before stopping or turning. Information sheets were printed up and distributed, as well as traffic

tickets, which are filled in by the "police" and sent to the parents of the young offenders.

The court officers, consisting of a judge, crown attorney, court lawyer and court clerk, were selected and trained in the ways of the law. A witness box, plus special chair and robes for the judge were donated. Safety court meets every Friday morning at 11.00 in the Tara municipal building. A crowd-pleaser, it's always packed with parents and children.

The penalties are simple: bicycles are taken away for a period of time and demerit points are also given out, which may accumulate to the number of 15 demerits resulting in the loss of a bicycle for a week.

The young offenders—there are four or five of them at every hearing—take their punishment cheerfully.

The "court" has been functioning since July. It features all the adherence to procedures, even including the taking of the oath, seen in any court in Ontario. While Chief Armstrong admits that it is a game for the children, he feels that it is a learning game that makes the children more safety-conscious and knowledgeable about the rules of the road.

Chief Armstrong hopes to keep the court functioning until the fall—or until bicycles get put away to be replaced by toboggans and sleds.

High Stakes, Hot Competition At St. Catharines Rodeo

The competition was hot and the stakes were high at the St. Catharines bicycle rodeo, June 14. Bonds worth \$100, \$50 and \$25 helped to attract a record 105 contestants in this largest-ever third annual rodeo for young bicyclists.

Sponsored by C. Wallace and Co. of St. Catharines and organized by the St. Catharines Police Department, the rodeo featured tough skill-testing trials and required good knowledge of all bicycle safety rules. It was held at the Rex Stimers arena, and had been preceded by a bicycle safety check for young contestants on June 7.

Five children tied for first place in the first heat of the competition. A run-off trial produced first-place winner Scott Taylor, 10, who carried away the \$100 bond and a small personal trophy, as well as a larger trophy which goes to his school, Capt. John DeCew in St. Catharines. Second and third prize winners were Carol Luders, 11,

and Robert Jones, 11. Fourth place was won by Bob Budd, 11.

The Provincial Secretary, the Honourable Robert Welch, who is MPP for Lincoln County, was on hand to present the prizes and to offer a word of encouragement to organizers of the city-wide competition.

"I think I can speak for the Minister of Transport, my cabinet colleague the Honourable Irwin Haskett, in saying how pleased we are that 105 of you young people came out to today's competition," Mr. Welch told the large crowd of students and parents.

"I am very, very proud of all of you, and I can assure you that St. Catharines will be more safety conscious not only because you have competed but because of the safety message and example you will carry back to your fellow students."

The ten top boys and girls go on to the peninsula-wide Bicycle Championships held in Niagara Falls on August 23.



Provincial Secretary and MPP for Lincoln County, Robert Welch, is mounted on the bicycle; Constable Harry Artinan (L) and Edith Delano of Wallace's store in St. Catharines also pose with the young prize winners—(L to R) Bob Budd, 4th place; Robert Jones (kneeling), 3rd place; Carol Luders, 2nd place; Scott Taylor, first place winner.

Don't Let Your Child Be A *Flying Missile*

Did you know that a child can become grossly retarded or suffer irreparable injury as a result of a car collision, or even a sudden stop?

Dr. Bruce Hendrick, chief neurosurgeon at the Toronto Hospital for Sick Children, operates almost every day on the young victims of car collisions. He is well aware of the risks involved in not protecting children who are passengers in cars.

"Some children become total care cases and are institutionalized. Some become grossly retarded. Or there can be paralysis to the arms, or to the face, or they have to have plates put in their heads."

"It's seldom a day goes by," he says, "that we don't get a car accident victim with a fractured skull."

Skull fractures, says Dr. Hendrick, are the most common type of injury to happen to young children who are involved as passengers in car collisions — and they are also the most lethal.

He shares the opinion of many noted safety authorities that the young victims of car collisions he operates on almost daily would have been saved from their serious injuries through the use of proper child restraint systems. These protective devices are now available through many car dealers in Ontario.

Child restraint systems may cost a little money, but, as Dr. Hendrick says, "it's far less expensive than what you see in a hospital."

Dr. Hendrick feels strongly about parents who allow their children to stand and roam around freely in the car, without benefit of

protection in event of a collision or sudden stop.

"You see it every day," he says. "Children standing up in station wagons . . . standing on the seat and leaning against the dashboard — we don't get these, they're dead on arrival."

The Department of Transport is concerned about children involved in in-car collisions. Last year, 55 children up to the age of 14 years old were killed in cars in-



Dr. Bruce Hendrick, chief neurosurgeon at the Toronto Hospital for Sick Children.

volved in traffic collisions. A total of 4,804 more were injured.

"Some 45 per cent of the accidents I see are bad ones," says Dr. Hendrick. "The brain is not the same as other parts of the body. It never heals with new brain tissue, but with scar tissue."

"It is like a bowlful of jelly. Shake it and it cracks."

Low velocity brain injuries, Dr. Hendrick says, generally present no problems. When a child falls off a bicycle, for instance, the damage is usually repairable. But when a car driven at 30-40 mph. stops and a child hits the windshield or other parts of the car, "the whole brain is then smashed."

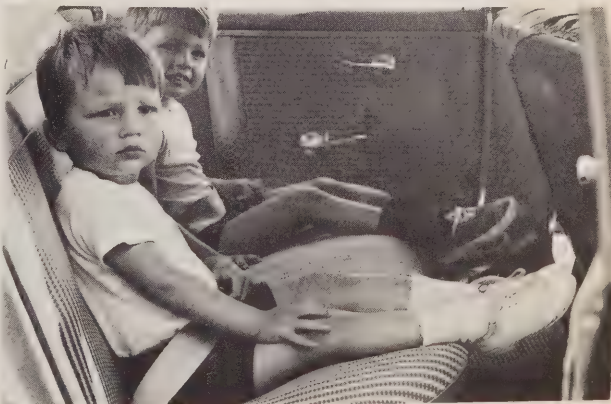
An infant should never be held on its mother's lap, advises Dr. Hendrick. In the event of a sudden stop, when the mother is thrown forward against the dash, "the baby absorbs the impact of mother and itself." For an infant, with a skull less than half the thickness of an adult, a brain fracture caused in this way is "terrible".

Children must be taught to use restraint devices, Dr. Hendrick says. He himself has had seat belts in his car since 1953 — "I was treating patients that didn't have them then." His children were warned the first time they undid their safety belts in the car, and he would stop the car until they did them up again. The second time, more vigorous action was taken.

Parents who know the facts and yet do not make their children wear restraint systems when they are car passengers, says Dr. Hendrick, "are the same type of parents who forget to take their kid in to get his diphtheria or polio shot or doesn't give him proper nutrition."

"They are guilty by neglect."

Children up to 30 lbs. in weight can wear seat belts. For toddlers and babies, there are a variety of protective devices available (see photos below).



The General Motors infant seat, (L), gives maximum protection for very young children. The seat faces backward, is secured with a seatbelt and has a simple, over-the-shoulder harness. General Motors also manufactures this seat for toddlers (R) which is fastened with a seatbelt.

The Ford Motor Co. of Canada's "Tot-guard", (far right), designed for toddlers, wedges in under the seat and does up with the seatbelt. Children from about 1-3 years old can use this seat, depending on their weight.

Children weighing 30 lbs. and over will receive adequate protection from a regular seatbelt, worn low around the thigh and pelvic area. →

Guide to the New Changes In Fines

This is a sample of the revised fines which became effective on September 1. The principle of varying fines for first, second and third offences has been dropped. Now in use is a sliding scale of fines for speeding and overloading of commercial vehicles.

Offence	After September 1, 1969 (Every Offence)
Failing to remain at scene of accident	\$100-\$500
Careless Driving	
Racing on highway	
Failing to stop for stopped school bus	
Following too closely	
Failing to yield right of way	
Failing to report an accident to a police officer	
Driving through, around or under railway crossing barrier	\$20-\$100
Failing to obey a stop sign, signal light or railroad crossing signal	
Failing to obey directions of a police officer	
Improper passing	
Crowding driver's seat	
Wrong-way on one-way street or highway	
Pedestrian crossover	
Failure to share road	
Improper turns	
Failing to signal	
Unnecessary slow driving	
Failing to lower headlights	
Improper opening of vehicle door	
Prohibited turns	
Towing of persons on skis etc.	
Failing to obey signs	

NEW SLIDING SCALE OF FINES FOR SPEEDING

Less than 10 miles per hour over the speed limit	\$2 for each mile per hour over the maximum speed limit
10 miles per hour or more but less than 20	\$3 for each mile per hour over the maximum speed limit
20 miles per hour or more but less than 30	\$4 for each mile per hour over the maximum speed limit
30 miles per hour or more over the limit	\$5 for each mile per hour over the maximum speed limit

NEW SLIDING SCALE OF FINES FOR EXCESSIVE GROSS WEIGHT OF COMMERCIAL MOTOR VEHICLES AND TRAILERS

Overweight less than 5,000 pounds	50¢ per hundredweight or part thereof
Overweight 5,000 or more but less than 10,000	\$1 per hundredweight or part thereof
Overweight 10,000 or more but less than 15,000	\$2 per hundredweight or part thereof
Overweight 15,000 or more but less than 20,000	\$3 per hundredweight or part thereof
Overweight 20,000 or more but less than 30,000	\$4 per hundredweight or part thereof
Overweight 30,000 or more	\$5 per hundredweight or part thereof

THE ABOVE CHANGES IN FINES ARE EXAMPLES ONLY. FOR COMPLETE INFORMATION ABOUT A FINE FOR A PARTICULAR OFFENCE WRITE TO THE ONTARIO DEPARTMENT OF TRANSPORT, FERGUSON BLOCK, QUEEN'S PARK, TORONTO 182.

"Power of Arrest" Safeguards Individuals

Ontario's new traffic law requiring a driver to identify himself to a police officer is designed to protect "the rights and liberties of the greatest number of individuals," Transport Minister Erwin Haskett told the annual convention of the Police Association of Ontario on August 12.

The law, which went into effect September 1, was passed by the Ontario Legislature in the spring after sharp and extended debate on whether it would infringe on civil liberties. It states that a driver must identify himself at the request of a police constable. If he fails to do so he may be arrested without a warrant.

Speaking to Police Association members in Peterborough, Mr. Haskett said he subscribed wholeheartedly to the concept of safeguarding individual rights.

But, he said, "this argument is not a question of civil rights; it is a question of whose rights are going to respect more, the rights of the few who object

to identification — usually for reasons that are against the public's interest — or the rights of the many who could suffer for the lack of such a provision."

"All too often, in consideration of the theories and principles of individual freedom, there is a forgotten man who does not have a champion. That forgotten man, in the case of traffic matters, is the victim — the victim who suffers at the hands of the foolish, the reckless, the irresponsible."

"The purpose of the new amendments is to remember that forgotten man — to protect the innocent, to avert the situations that produce traffic victims."

Mr. Haskett pointed out that the law in the past has made it possible for a driver to laugh in the face of a police officer and refuse to give any identification of himself. If a police officer stopped a driver on suspicion of some kind of law-breaking, or to check on potentially dangerous driving behaviour, the old law

had loopholes that made the police ineffective in many situations.

"What kind of person has any reason to object to identifying himself at the request of a police officer? Obviously, the person who doesn't want the police to know who he is; the person who has reason to evade the law; the person who has committed an act for which he fears the law; the person who is irresponsible, who scorns the law, who thinks he is above the law."

"Should we have more respect for the rights of those persons than for those other individuals who are the victims of lawlessness, the victims of collisions caused by irresponsible drivers?"

Mr. Haskett described the new provision as "a reasonable and modest means of cooperating with the police," and said he was confident that most citizens would agree.

But the new power of arrest must be used sparingly in order to be effective, he said. He ex-

pressed confidence that the police of Ontario would demonstrate "the same common sense and good judgment which they have consistently demonstrated in the past," and would guard against excessive use.

He praised the restraint and responsibility of police officers in the similar situation of making arrests without a warrant on charges of careless driving. In Metropolitan Toronto, for example, this power of arrest was exercised last year in less than one case out of every 25.

The revised Highway Traffic Act removes three of the former reasons for making arrests without a warrant, all for relatively minor infractions, and adds two new ones. The new power-of-arrest grounds are failure to give identification and failure to remain at the scene of a collision.

Mr. Haskett described both of the new grounds as "offences for which this power is necessary, in the public interest, as an aid to the police in reasonable enforcement."

Press, Television, Radio, Boost Seat Belt Campaign

Over the past few months, the Ontario press, radio and television stations and many interested groups and individuals have been giving their help and support to the Department of Transport in its efforts to promote the "seat belt habit".

This campaign is an important one. It's been proven that seat belts can save lives and prevent serious injuries; and motorists must be convinced to wear them. The Ontario press considers this safety message to be of such

importance that since the campaign was launched over three months ago it has received excellent and ample editorial support from many dailies and weeklies in the province. The Department of Transport has sent out a variety of pictures on the seat belt theme and these also have met with excellent response from the Ontario press.

Television stations as well did their best to communicate this safety message to the public, making good use of the slides provided by the Department on their public service time.

Many radio stations have pledged their support to the program, and their frequent safety messages have been a major means of reminding the public



Before you turn the key . . . do up your seatbelt.

that seat belts can and do save lives.

Several months ago, the Department of Transport ran an ad in all Ontario dailies and weeklies asking readers to write in and tell us their experiences with seat belts. Since then, we've received many letters from individuals who hope that their experiences in car collisions may

help to convince others of the value of seat belts and prevent needless death and injury.

Ontario safety groups have made good use of the free seat belt materials provided by the Department of Transport. These include place mats, posters and pamphlets.

For further information about the Department of Transport's seat belt campaign and the many materials available, write: The Highway Safety Branch, Ontario Department of Transport, Ferguson Block, Queen's Park, Toronto 182.



In a sudden stop situation, this is as far as the driver and passengers can go when they're restrained by their shoulder and lap belts — so there's no chance of hitting the windshield or dashboard and suffering injury.



These three pictures on this page were sent out to all Ontario dailies and weeklies to help promote the seatbelt habit.

**Still not
using
seat belts?**

**What's
holding
you back?**



There's a new amendment now in force which clarifies the law that Ontario drivers do not have to stop their cars when meeting a stopped school bus if they are on the other side of a "median strip", on a highway where the speed limit is over 35 mph.

What's a median strip? It's defined as a strip of pavement of more than 10 feet in width, or a physical barrier (such as a fence), or an unpaved strip of ground.

To simplify this further, a good rule of thumb for motorists to follow would be that if they are on the opposite side of a highway divided by a non-traversable median, they are not required to stop.

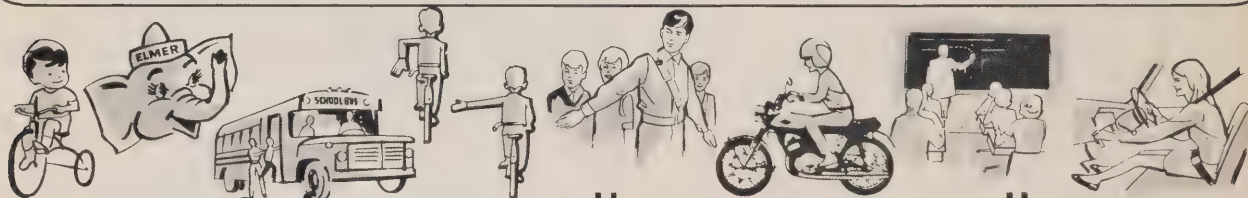
Otherwise, drivers must stop on nearing a stopped bus, with red signal lights flashing, when approaching from either the front or the rear.

In Ontario, some 7,000 school buses return to the road this fall. Many of the children who travel in these buses must cross busy highways on their way home. They need your help to get there safely.



← An example of a highway divided by a median strip. This unpaved strip of ground is "non-traversable" — it cannot be crossed.

This four-lane highway lacks a median strip. Motorists coming from both directions must stop if a school bus, with red signal lights flashing, stops to let off passengers. →



Safety For All Ages For Fall

This fall, the Department of Transport would like to remind interested groups or individuals of its wide range of free safety materials, available upon request.

You might be a teacher, intending to teach your young pupils some fundamentals of safety during the coming school year; or a member of a group interested in conducting a safety instruction program. We have traffic safety education materials tailored to suit all age groups, from pre-schooler to senior citizen.

* **Nursery School and Kindergarten Program:** Brightly-colored posters, hang-up charts,

letters to parents and teacher's manuals to assist in training the 3-6 age group in the basic rules of pedestrian safety.

* **Elmer the Safety Elephant Program:** Special teaching aids to help teachers to conduct effective traffic safety education projects and activities for elementary school students.

* **School Safety Patrol Program:** Booklets and posters to support school safety patrols organized by police traffic safety officers in co-operation with the Ontario Department of Transport.

* **School Bus Safety Program:**

A comprehensive program providing a wide variety of materials for student passenger, school bus operators, school bus safety patrol members and motorists.

* **Bicycle Safety Patrol Program: Crusader Cycle Clubs** — a three-part training program of instruction, inspection and examination. Provides materials to help groups set up and operate organized bicycle safety activities.

"Fun on Wheels"—a general bicycle safety education program comprising filmstrips, teaching guides, bookcovers,

posters and folders for school teachers and police traffic safety officers.

* **Driver Instruction Program in Secondary Schools:** Driver instruction courses are set up in secondary schools in co-operation with the Department of Education and the local school board. A wide variety of materials, including textbooks and dual control mechanisms are provided.

* **Motorcycle Driver Instruction Program:** A kit of materials including cartoon filmstrips, teaching guides, posters and

(continued on page 7)

(continued from page 6)

folders to assist groups interested in organizing and operating courses of instruction in the safe operation of a motorcycle.

Course in Modern Driving: Materials designed to help local groups conduct refresher courses in safe driving techniques for experienced drivers.

Seat Belt Program: Posters, folders, place mats and other promotion materials for local groups interested in promoting the use of seat belts in their own communities.

Senior Citizen Program: Slide presentations, posters and

folders aimed at informing senior citizens of special traffic hazards associated with this particular age group, as drivers and pedestrians.

The Department of Transport also offers special handbooks containing driving tips and information. These include: The Driver's Handbook; Could You Pass an Ontario Driver Examination?; You Can Outwit Old Man Winter; and "Trailerwise", a booklet for trailer operators.

For further information on these safety programs or booklets, write to: The Highway Safety branch, Department of Transport, Ferguson Block, Queen's Park, Toronto 182. •



New Poster for Child Safety

A new 2' by 3' Elmer the Safety Elephant poster has been prepared to help familiarize young children with the basic rules for safety. The brightly-colored poster incorporates all six Elmer safety rules, and a special reminder about seat belts.

Copies of the poster are available free upon request from: The Highway Safety Branch, Ontario Department of Transport, Ferguson Block, Queen's Park, Toronto 182.

Traffic Safety Roundup

LONDON—There was a picket line with a difference outside the Inco Ltd. plant here July 15. Management personnel marched side-by-side with union officers in a safety demonstration for employees. The plant was shutting down for a two-week vacation and the demonstration was a reminder to workers to have a safe holiday. Safety-slogan signs were carried by the pickets and pamphlets were handed out to employees.

Club crest and name will be inscribed on the safety van, which will be used for the police department safety program in the schools.



ARE YOUR SEAT BELTS FASTENED? A timely reminder to motorists is being taken on the highways by the two mobile classrooms of the Construction Safety Association of Ontario. The safety message is prominently displayed on the back doors of these "travelling classrooms", which cover the whole of the province during the year.

ST. THOMAS — Kindergarten teachers from Southwestern Ontario and some pre-school children learned lessons on safety together here on July 23 at the Elgin Court Public School. The lessons, conducted by Constable Robert Boyd of the London O.P.P. dealt with Elmer the safety elephant's rules as part of a summer school course in primary teaching methods being presented by the Department of Education. The teachers will apply the methods of safety training in their classrooms this fall.

NIAGARA FALLS — The Niagara Falls Safety Council sponsored a target awards program last July, making awards in three

areas of safety. Thomas Brant of Niagara Falls won an award in the pedestrian category for showing three small children how to cross the street. Stalley Norr of Toronto won his prize for having each passenger in his car use a seat belt. A city teenager, Ken Drew, was presented

"a remarkable record," according to Chief Raika.

PERTH — The Perth Summer Festival at the end of July featured a car rodeo involving car knowledge, road knowledge and skill testing manoeuvres. Some 30 contestants participated. The rodeo was organized by Bob Boucher of the Cambenders Club, aided by the Traffic Safety Branch of the OPP.



CHILD SAFETY IN OSHAWA is a 12-month job for police safety officers, who visited the 29 city play areas during the summer months to talk to children. Here Nancy Bevan, of the recreation department, and Constable Bev Graham tell children about recreation activities available during the summer.

Coming events

October 27-30—National Safety Council Congress, Chicago, Illinois.

November 6 — Ontario Traffic Conference Safety Officers' Conference, Seaway Hotel, Toronto.

WHITBY — The Whitby Lions' Club held a boat raffle August 4 to raise money for a "safety vehicle" to be donated to the Whitby Police Department. According to the chairman of the raffle, Donald Bain, the Lions'



When the Department of Transport's display trailer visited Montego, Ont., during its "Old Time Week" recently, it attracted this crowd of young participants in the "night-shirt parade". They're all filling out forms for the Department's bicycle draw, October 20.

Ban On Pedestrians Extended To More Ontario Highways



The ban on pedestrians, and hitch-hikers, has been extended to more Ontario highways to reduce traffic hazards to motorists.

Regulations which ban pedestrians from controlled-access highways, in effect around Toronto since 1967, will be extended to other routes both in the Toronto area and other parts of the province.

The ban will take effect in the next few weeks when warning signs are erected by Department of Highways crews.

Regulations banning pedestrians from sections of the Queen Elizabeth Way, Highways 27, 400 and 401 in the Toronto area were introduced two years ago when it was found that an increasing number of vehicle accidents were being caused by hitch-hikers.

New regulations have also been passed which allow the banning of pedestrians on any King's Highway. Under revised regulations, pedestrians will be prohibited from using the following highways:

The Queen Elizabeth Way from Toronto western city limits to Lake Avenue in Hamilton, and from Martindale Road in St. Catharines to Highway 405; Highway 27 in the Toronto area from Evans Avenue to Dixon Road; Highway 400 from Jane St. in Toronto to approximately two miles north of Highway 27 at Barrie; Highway 401 (Macdonald-Cartier freeway) from Highway 35 and 115 at Newcastle to Highway 10; the Airport Expressway, Toronto from Highway 401 to Dixon Road; the Ottawa Queensway from Richmond Road to Montreal Road; Highway 402 at Sarnia from Highway 7 to Mara Street, Point Edward; the

Kitchener-Waterloo expressway, and Highways 403, 405 and 406.

The fines for a pedestrian found in these prohibited areas will range from \$20 to \$100 as of September 1.

The regulations are being extended to reduce the hazard of collisions on heavily travelled routes that have high speed limits.

The regulation does not apply to those pedestrians engaged in police duties, highway maintenance or construction duties, where, owing to an emergency, it is necessary to make use of the controlled-access highway.



These warning signs will go up in all prohibited areas. Fines ranging from \$20 to \$100 face pedestrians who are found using prohibited highways.

You are invited to attend

Hamilton Area Road Safety Workshops

to be held at the Holiday Inn,
Hamilton

Thursday, Friday and Saturday,
January 8, 9, and 10, 1970

sponsored by the Ontario Dept. of Transport



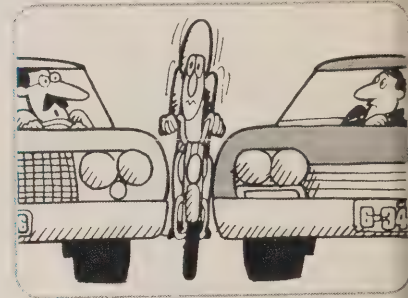
New Motorcycle Program Available to Groups

A new motorcycle training program, produced by the Department of Transport, is available to organizations interested in setting up motorcycle training courses.

The program includes a film-strip, a pamphlet guide for would-be motorcyclists, taking the course, bulletin board instructional posters and a 57-page manual for course instructors.

The information in the manual is based on material provided through the courtesy of the Explorer Motorcycle Training Program of the Automobile Club of Southern California, and BSA Motorcycles-Western Duarte, California. The Canadian Motorcycle Association co-operated in its preparation.

Organizations interested in obtaining these materials to conduct motorcycle training courses should make application to: The Highway Safety Branch, Department of Transport, Ferguson Block, Queen's Park, Toronto 182.



A colorful cartoon filmstrip supplement the new motorcycle training program offered by the Department of Transport to interested groups.



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Hon. Irwin Haskett, Minister.
Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.
Pat Michener, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.

Toronto Police Help Out On Cornell Safety Study

In metropolitan Toronto, police have been helping to provide the raw material for a study by Cornell Aeronautical Laboratory which could have an impact on future car design and cut down on pedestrian deaths and injuries.

Sharp-edged decorative trim, harshly jutting hoods, bumpers and grille-work will be critically evaluated by the safety experts at Cornell Laboratory in the light of pedestrian injuries. The basis of their final report will be data lifted from cases of pedestrian, bicyclist and motorcyclist collisions collected over the span of nine-and-a-half years in cooperation with the Toronto police force. More than 800 cases have been tabulated to date. Until December 1, a Cornell research team will continue to investigate pedestrian collisions on a selective basis in the Toronto area.

The \$300,000-budget study is commissioned by the National Highway Safety Bureau of the United States Federal Government. The Cornell brief and safety design recommendations will probably be presented to American automobile manufacturers.

Toronto, one of the highest-density cities in North America, was chosen as a site for the field work. The reputation of the metropolitan Toronto police force and the high quality of their collision photographs was another consideration in choosing this Canadian city.

A four-man research team, headed by John Keryeski, a project engineer from Cornell Aeronautical Laboratory, moved into Toronto in September 1968. For a year now they've been accompanying police photo unit personnel on their rounds, making out detailed reports on pedestrians, bicyclists and motorcyclists involved in serious personal injury collisions with late model cars (1965 and up).

Four elements have been included in every collision report: photographic evidence, a docu-

tor's report; a Cornell report and a police officer's report. The police officer's report was discontinued in September, due to their overly heavy work-load.

"We figure that one car out of every 25 that rolls off the assembly line in Detroit is going to be involved in a collision with a pedestrian," says Tom Calderwood, a reconstruction expert on the Cornell team. "The work that we are doing now may give pedestrians a chance."

One of their findings to date has been that in low velocity collisions (10 mph. and under) the major impact comes from hitting the ground. But at higher speeds the greatest impact is likely to come from the car, and this is where modifications in design would be of value. The use of more yielding material in car hoods, smoother construction, will possibly be two of the recommendations included in the final Cornell brief.

The survey was discontinued briefly in April of this year. The



Within minutes after this collision occurred, Constable Maurice Trenchard of the Toronto police photo unit arrived on the scene to take photographs used both for police files and as documentary evidence in the Cornell study.

information that had been gathered proved of such value that Cornell Laboratory resumed the survey in June and it will continue until December 1. The report is expected to be completed by January 1, 1970.

In the past, many safety experts have contended that car design could be improved to

minimize injury and laceration to pedestrians in the event of a collision; and that sharp edges and projections on the front of cars could be rounded or modified to reduce their cutting force.

The Cornell study will provide a factual basis for any recommendations to major car manufacturers.

Better "People Packaging" Aim of Crash Researchers

Accident investigators across North America are now putting their greatest efforts into finding out how injuries are sustained in collisions — and the results will likely be brand-new concepts of "packaging" for car passengers of the future.

Major agencies who are involved in collecting and using collision data — motor vehicle manufacturers, United States federal and state agencies; university research departments — were represented in a symposium on methods of collision investigation held August 24 - 28 in Warrenton, Virginia. A major concern was the means and methods of gathering data which might point to ways of preventing injuries in collisions.

The Canadian Federal govern-

ment was represented at the conference. Ontario, the only province to be represented had a delegate from its Highway Safety Research Section, Ed Brezina, in attendance.

Delegates learned of a new device which would help in obtaining vital information about car collisions — a crash recorder, developed by the U.S. National Highway Safety Bureau. It would serve a function similar to that of crash recorders installed in airplanes, giving data about impact speed and crash forces.

They also saw some new protective devices which are being considered for use in cars, including the new "impact cushion" which inflates in less than a second to protect occupants of a car involved in a crash.

The symposium was conducted by Cornell University's Aeronautical Laboratory and sponsored by the Automobile Manufacturers' Association and the Federal National Highway Safety Bureau. Its purpose was to try to synthesize accident investigation review approaches and identify gaps and deficiencies in matching data against users' requirements.

Collision investigation is a constantly developing science in the United States, spurred on by figures which show that an average of 140 Americans die each day in automobile crashes. For its population, Canada's traffic death rate is comparable.

The U.S.A. National Highway Safety Bureau is now conducting a major research project to find out how effective recent safety improvements are in crash situations, with 15 research teams investigating selected automobile collisions to assess the results of the new vehicle standards.

Top Safety Patrollers Attend Special Camp

The bright red belt of a safety patroller has all the significance of a diploma for 143 children from the southern Ontario counties of Brant, Wentworth, Halton and Haldimand.

They're the "graduates" of the Hamilton Automobile Club's fifth annual patrol officers' training camp, held this year from



Dense, choking smoke fills the school bus, but young patrollers skilled in emergency procedures get the children out safely in this realistic fire drill.

August 18 to 23 at Camp Ryerson on the shore of Lake Erie. During the week-long training session, the youngsters were instructed in all the safety skills they'll need during the coming

school year to help get their schoolmates safely to and from home on buses or as pedestrians.

The camp is sponsored by the Hamilton Automobile Club in cooperation with the participating municipalities. Children are chosen to attend by school boards and principals, at no cost to the young patroller. This special summer project has proven so successful in providing well-trained patrol leaders and in establishing uniform standards for the operation of school patrols that the program has been adopted or is being considered by several other communities.

The children followed a busy schedule, rising at 7:00 for a full day of lectures, film instruction, on-the-job training at simulated intersections and instruction in the responsibilities and conduct of school bus patrols. Special emergency situations were covered, including school bus fire fighting and first aid



Some young patrollers from Ancaster share a joke with Ron Smith (L) and Alfred Oakie of the Hamilton Automobile Club, visitor Charles D. Clarke, the reeve of Ancaster, and Constable Ed Schmidt of the Ancaster police.

instruction.

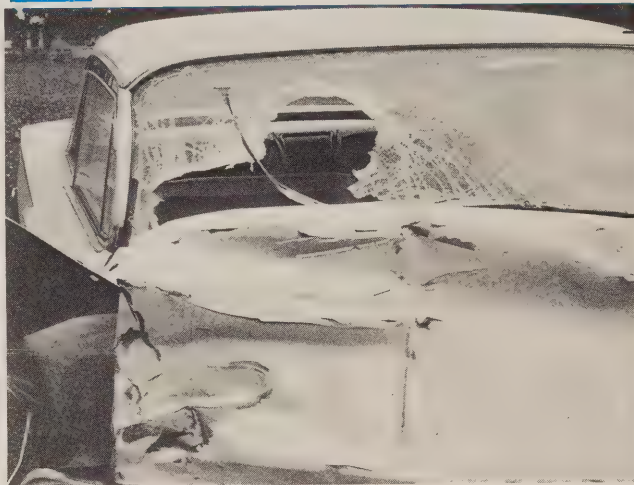
It's not all work at the Ryerson camp, and the children unleashed their extra energy at baseball games, swimming, hiking, singsongs, corn roasts and dances.

The young safety patrollers were given a final test at the end of the camp, and the successful

ones received graduation certificates and crests to show they had successfully completed the course.

Assistance was given to the Hamilton Automobile Club in running the camp and giving instruction by an able team of safety officers from Ancaster, Brantford, Burlington, Dundas, Dunnville, Paris, Saltfleet and Waterdown police departments.

Still not wearing seat belts?



—photo by Ed Strome

What's holding you back?

The gaping hole in the windshield of this car tells part of the story. The rest includes mutilating head and face lacerations, and a left eye permanently put out.

The passenger of this car was coming home from a party when he went through the windshield in an early morning collision last July. His age? — only 17 years old.

An O.P.P. officer who was investigating mentioned that the youth was not wearing seatbelts, and added, "seatbelts would have saved him from crashing headfirst into the windshield."

"Just never think of it" "they wrinkle my clothes" — "usually forget" — how do these common excuses given for not wearing seatbelts stack up against irreparable injuries and months of hospitalization?

Traffic Deaths Down in '68

There was a slight decrease in the number of traffic fatalities in Canada last year, with 5,375 in 1968 as compared to 5,412 in 1967.

This was part of an overall decline in the number of fatal accidents in Canada, the first registered since 1960.

"Accident Facts, 1968," which was recently issued by the Canada Safety Council in cooperation with the Dominion Bureau of Statistics, shows that traffic collisions are still the leading cause of accidental death in Canada, accounting for 46.8 percent of all 11,493 accidental fatalities in 1968. The figure for 1967 was 11,596.

In 1968, 39.2 percent of traffic fatalities occurred in multiple car crashes; 24 percent were pedestrians and running off the road accounted for 21 percent.

In 1967-68, Ontario had the second highest number of deaths in traffic collisions, 1,606. Quebec led all other provinces with 1,722.

Carol Lane Awards Up for Bids!

At this time of the year, groups and organizations across Canada are encouraged to join the competition for the annual Carol Lane safety awards presented for outstanding work in accident prevention.

The highly-sought awards are presented on a national basis. Organizations made up wholly or in part of women are eligible, and they must be conducting or have conducted an accident prevention program in one or more of the following fields of safety — traffic, home, farm or recreation.

Carol Lane awards are administered by the Canada Safety Council and sponsored by Shell Canada Ltd. Three awards are made in each province, and the first-place winner automatically becomes a contender for one of the three national Carol Lane awards with a value of \$250, \$150 and \$75, plus the Carol Lane trophy and plaque.

To enter, write the Ontario Safety League, 208 King Street West, Toronto as soon as possible indicating that a submission will be forthcoming and request an entry form. Submissions for the 1969 program must be forwarded to the awards administrator not later than January 31st, 1970 for the 1969 program.

A Young Approach to Safety At East-to-West Conference

James Loughheed — Who is he? What did he start? How can we stop it?

For 133 young people, delegates and council members who attended the third All Canada Conference of Young Drivers, and for many Vancouverites, this name is a symbol, a reminder and a warning.

James Loughheed, an obscure Winnipeg farmer, achieved dubious fame on May 1, 1900, when he became Canada's first traffic fatality of the new century. His horse bolted when confronted with an electric car, overturning the buggy and throwing Loughheed onto the roadway.

At the All Canada Conference of Young Drivers, held August 20 to 24 in Vancouver, "James

Loughheed" was used as a symbol of the waste of lives on Canadian highways. On the opening day of the conference, amused spectators in downtown Vancouver watched the 27 council members and 106 delegates from across Canada parade several blocks to the provincial courthouse, dressed in period costumes and carrying placards bearing Loughheed's name.

The parade was the kick-off for five days of lectures and discussion on the role young people can play in achieving greater traffic safety for their age group. Sponsored by the Insurance Bureau of Canada, the annual conference saw representative groups of young people from across Canada come together to discuss



ALAS, POOR JAMES LOUGHEED . . . delegates to the All Canada Conference of Young Drivers recreate a historic moment — the death of Canada's first traffic victim of the new century.

study of 100 young drivers from Kingston, Ontario to the delegates. The study involved drivers under age 21 who were involved in collisions in the Kingston area compared with a matched control sample of accident-free drivers.

It was found that a youngster who begins smoking before he is 15 years old is almost twice as likely to have a collision as a non-smoker. Academic achievement was also a significant factor, with the driver accident rate more than doubling for the school dropout.

Mrs. Roberta McConchie, of the survey research centre of the University of Michigan's Institute for Social Research, also submitted a recently completed study on the road behaviour and motivations of young drivers.

Conducted around the greater Detroit area, it showed that in a sample of male drivers between 16 and 44 years of age accidents and violations were most numerous at age 20.

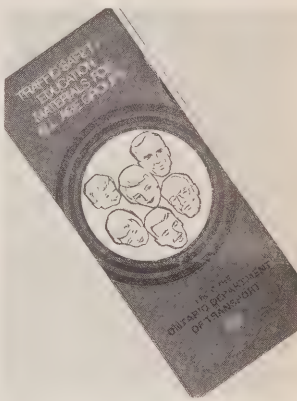
Even after correcting for exposure — number of miles driven — the excess of actual over expected crashes and tickets was greatest at ages 18 to 20.

The young people also listened while county court judge L. M. McDonald, New Westminster, and senior Vancouver prosecutor Bill Cook talked on the subject of whether juveniles should receive special privileges when committing traffic offences. B. C. provincial MLA Herb Capozzi spoke on maturity as a criterion for the issuing of licences.

As a continuing project for the coming year, the council members and delegates plan the establishment of another 15 youth safety councils. In Ontario, seven new youth safety councils are being planned in cities such as Kitchener, Niagara Falls, Hamilton and Kingston.

A special project for the young people will be a program of interviews with high school driver trainees on the subject of driver instruction programs in the schools. This is planned as an aid to the Canada Safety Council in assessing both the quality and content that should be included in any nationally standardized driver training program. Completion of the study is expected next spring.

New Folder On Safety Programs



A new pamphlet has been prepared to give interested groups or individuals the full scope of free safety materials available from the Department of Transport.

Safety materials for all age groups, from toddlers to senior citizens, are outlined in the pamphlet. An order form is also enclosed. For copies, write to: The Highway Safety Branch, Ontario Department of Transport, The Ferguson Block, Queen's Park, Toronto.



"James Loughheed" arises from his coffin, aided by racing driver Stirling Moss, a special guest at the youth conference.

It's Time For Studded Tires

After October 1, you can put those studded tires back on your car for icy winter driving. They can be used right up to April 30, when the snow goes in most of Ontario.

Be cautious about the use of studded tires. A Department of Transport regulation prohibits the operation of a motor vehicle with studded tires on the front wheels only.

Watch your speed—studded tires or regular snow tires generate heat that may cause them to lose their effectiveness at high velocity.

topics of mutual interest—driver education, law enforcement and licensing.

A highlight of the opening day's activities occurred when a young council member from Kitchener, Ontario, Bob Schippanoski, who was wearing an English bobbie's costume in preparation for the parade, "arrested" B.C. premier W. A. C. Bennett in the Hotel Vancouver lobby. Premier Bennett submitted good naturedly, and told the assembled delegates to keep their youthful drive and initiative — "but at the same time you only have one life to live — so save it."

Speakers of note at the conference were racing driver Stirling Moss, Kingston alderman Joan Newman and former Justice Minister Davie Fulton.

Miss Newman presented a

"Target" Awards Boost Safety in Niagara Falls

If you're practising good defensive driving around the Niagara Falls area, wearing your seatbelt in the car, or just standing on a corner waiting for the light to change, don't be surprised if someone stops you and hands you a pen.

The pen is a weekly award for safety, a token from the Greater Niagara Safety Council which has recently initiated an unusual campaign aimed at increasing safety consciousness among local residents. You don't have to save a life, fight a fire or perform other heroic deeds. Awards are made for following the ordinary, common-sense rules for safety in four "target" areas — as a pedestrian, driver, bicyclist and in fire prevention.

Awards are made in the first category by members of the Niagara safety council. The Ontario Provincial Police, Niagara Falls police and fire department are cooperating to hand out prizes in the other areas of safety.

"The purpose of the program is to form good safety habits," says Thomas Stevenson, presi-

dent of the Greater Niagara Safety Council. "The winners are written up every week in the newspaper, and the radio stations have really been helping to promote the program."

The campaign was begun in mid-July, and Mr. Stevenson hopes to see it through to the end of next summer.

The young winners in the bicycle safety category are awarded a silver dollar; all others receive a pen inscribed with the name of the Greater Niagara Safety Council.

Two recent award winners of note were drivers involved in collisions who were saved from serious injury by the use of their car seatbelts.

Traffic Safety Roundup

BROCKVILLE — Every week, some lucky driver in the Brockville area wins a courteous driver award for his good defensive driving practices. His picture is published in the paper, he gets a first aid kit for his car, a book of theatre tickets, and a year's membership in the Ontario Motor League. Using this method to encourage good driving habits



Some 250 children took part in the greater Niagara Safety Council bicycle rodeo, held June 21. Organizers of the event included (L to R) Roy Bineff, Cpl. Don Watson, Bill English, Council president Tom Stevenson, Cst. Ray Fowle, Clark Agnew, Sgt. Carson Ford, Mrs. Laurel Johns. The young winners of the event were (L to R) William Jones, Hugh Amos, Douglas Kidd, Buckley Gorham, Martha Lynn Walters, Patty Walters.

was the idea of Brockville's Constable Dean Humble, and the program is sponsored by the Brockville Kinsmen.

* * *

SARNIA — "Hands across the border" have helped Sarnia broaden the scope of its traffic safety program. The Sarnia police department emulated the example of Detroit police when they set up and helped to operate one of the first Ontario safety patrollers' camps on the shores of Lake Huron. Police also have a "safety violation" ticket modelled after Detroit's, which parents must see and sign if a child has

broken safety rules. Slides, printed material and other safety instruction equipment are often borrowed from Detroit police, to aid safety work in Sarnia.

* * *

BARRIE — When Mayor Bob Bentley announced a seatbelt safety week for the city of Barrie on August 22, the Barrie Jaycees pitched in to encourage the seatbelt habit with a sidewalk campaign, a television program, and a spot-check on city streets. Constable Bob Thompson of the Barrie Police Department picked the cars out at random, and drivers were questioned by Jaycee members Fred Stacey, Willard Everton, Barry Norman and Terry Clements. In only one out of every seven of the 70 cars stopped were seatbelts in use. Gas vouchers were awarded to those found wearing belts; while safety pamphlets were given to non-users. The seatbelt campaign, new this year in Barrie, is intended to become an annual event.

Safety Month For Industry

October is "safety month" for the manufacturing and retail industries across Ontario.

The Industrial Accident Prevention Association is launching its special fall campaign to alert employees about the hazards in their work and on the highways during the coming year. Posters, banners, place mats and employee promotion items available from the I.A.P.A. will help back up your plant campaign.

In the future, the I.A.P.A. will be scheduling its major safety month for January, the time of the year when most companies clean the slate and aim for an accident-free record.

"Safety is no accident" is the theme adopted by the I.A.P.A. to remind employees that safety is a personal responsibility, and an obligation.

You
are invited to attend
**Hamilton Area
Road Safety Workshops**
Holiday Inn, Hamilton
January 8, 9, and 10, 1970

Sponsored by the Ontario Department of Transport

Coming events

October 25 — Federation of Niagara Peninsula Safety Councils Seminar, Burlington Recreation Centre.

 **ontario traffic safety**

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Hon. Irwin Haskett, Minister.
Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.
Pat Michener, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.



IF THIS CAR STOPPED SUDDENLY . . . these two little fellows could literally "fly" forward, striking against projections in the car. Children now stand a greater risk of injury as car passengers than they do as pedestrians. At city or highway speeds, children need safety restraints to protect them against injury in the event of a collision or a sudden stop.

First Week of December Reserved for Safety

In Canada, more people die each day in traffic collisions than from any other accidental cause.

The number of collisions increases in winter, when weather conditions add to the hazards faced by the motorist.

For this reason, the Canada Safety Council has appointed the first week of December as Safe Driving Week across Canada. From December 1-7, national attention is focused on the problem of traffic safety.

The work for Safe Driving Week begins now, involving thousands of Canadians concerned about traffic collisions and the lives they take. In previous years, traffic deaths during Safe Driving Week have been consistently lower than the toll taken by collisions during the rest of December. This year, it is hoped that Safe Driving Week will set the pace for the coming months in increased awareness and correspondingly better driving.

IT'S UP TO YOU!



Children Safer on Street Than in Cars, Study Shows

In a dramatic reversal of trends seen over the past seven years, children now run a greater risk of injury as car passengers than they do as pedestrians.

Figures compiled by the Research Branch of the Ontario Department of Transport reveal that for passengers under 14 years of age the injury rate has jumped by 75 per cent in the years 1961-68—from 12.3 to 21.3 per 10,000 population.

In the same period, the injury rate for pedestrians in this age group went up only from 16.6 to 18.1 per 10,000 population.

There were 4,761 children injured in car collisions in Ontario last year. The injuries ranged from chipped teeth and minor cuts and scratches to serious head injuries and multiple fractures requiring extensive surgery.

In view of this reversal of risk factors, parents are urged to take extra precautions when transporting children in the car, whether over short or long distances. The majority of all collisions occur less than 25 miles from home, and even in low-speed collisions babies and small children can sustain severe injuries.

There are a variety of safety restraints designed for toddlers and infants available on the market today. Children 50 lbs. in weight and over can wear seatbelts. A firm cushion can be used to enable the child to look out the car windows.

Infants up to six months should be restrained by placing them in a covered, padded bassinet which is placed crossways in the vehicle on the rear seat. The bassinet should be securely restrained with a regular seat belt.

A safety harness or a child safety seat offers the best protection for children old enough to sit by themselves. Harnesses

should strap around the child's chest and pelvic region, rather than around the waist or fleshy parts of the body. They should be anchored to the car frame, or the standard seat belt, not to the seat.

Good car manners are essential for small children—not only to minimize distractions to the driver but also for their own protection. Many parents say that they are unable to make their child sit still in the car. The advice of a noted American safety authority on this problem is: "Discipline him. You'd do it if he ran out on the street, and his chances of dying are much higher as an occupant of an automobile than as a pedestrian. You must train him." •

Walking With Back to Traffic Risky, Expensive

If you often walk along roads in suburban or rural areas where there are no sidewalks, be sure to walk on the left facing the traffic.

If you don't, it could cost you some \$20 and change in fines for violating section 97 of the Highway Traffic Act. Possibly, it could cost you your life.

Many people don't know that walking on the wrong side of the road in an area where there are no sidewalks is a punishable offense, and an expensive one. Under the new scale of fines which was introduced on September 1, it can cost anywhere from \$20 to \$100 in fines.

Don't let a car sneak up on you. Walk on the left, facing on-coming traffic •

Driver Education Program Aims at Jobs in Industry

In the bush camps of northern Ontario, there's good money to be made by the man who can operate the heavy equipment used in the timbering industry.

These massive pieces of machinery can weigh up to nine tons. They often carry a price tag of \$25,000. Top wages are paid to drivers, because in a few minutes' time an unskilled operator can do several thou-

that is unique in the province of Ontario. Assistant to the principal, Dan Saunders, who originated the course, calls it a "heavy equipment familiarization program". It's available to students in the motor-mechanic and auto body courses as part of their driver training and enjoys a high popularity.

"We realized that there were a number of job opportunities for students who could operate construction or logging equipment," Mr. Saunders says. "We tried for three years to get this program off the ground, and last year we were successful."

Four times during the school year, a huge Hough payload, a tree-farmer, back-hoe or a crawler tractor is rolled into the automotive course "classroom"—an out-size repair shop.

The boys clamber over the machine, inspect the motor and tentatively try out the controls. Then, during the 16 classroom periods the machine is in the shop they are taught how to start it, move all the operating parts, and drive it reasonably well.

"We try to give them a little bit of respect for the equipment," says Dan Saunders, who teaches the familiarization program. "Construction or bush operators can't afford to take the time to break in new drivers—'cowboys'—who can sometimes cause a lot of damage to their machines."

The huge and costly machines the boys learn on at Gron Morgan are on loan from W. H.



At Gron Morgan High School, students get acquainted with this Tree-Farmer before it is taken into the classroom.

Marr, a local heavy equipment dealership. The four different types of machinery that come in over the school year help the boys to master four basic driving techniques, so that they will be able to operate just about any kind of construction or logging equipment.

"Any mechanically inclined kid is fascinated by these machines," says Dan Saunders, who confesses he enjoys driving them himself. "This is a very high interest course. The boys are proud of the equipment and they like taking care of it."

Gron Morgan students graduate after grade 10. Many of them have learning disabilities or are problem students, referred from other schools. "Some of them have experienced failure after failure," says Mr. Saunders. "Here we try to give them a taste of success."

"We've found that heavy equipment work is a job they can do, and do well."

The "familiarization program" is not an operator's course, Mr. Saunders stresses. Each year an operator's course is conducted at Quetico. It takes 16 weeks and is a thorough training in the maintenance and operation of heavy equipment. The boys in the auto-mech courses at Gron Morgan have only a preparatory training.

But this is often enough to land four or five graduates each year with a high-paying job in the construction or logging industry. A tree-farmer operator earns \$32 and sometimes \$45 a day, and if he goes over his daily quota he receives bonus pay as well. Room and board at a bush camp usually costs a minimal \$1.67 per day.

During the year, the students

in the auto body and motor mechanic courses visit bush camps to see the machines in operation and sometimes try their hand at the work.

"Last year our course was really in the experimental stage," says Dan Saunders, "but we still had 100 per cent cooperation from industry. Now that the course is well underway, we find we have another problem—we've got almost too much help!"

Flashing Light, Siren, Mean "Move Over"

How often have you seen an ambulance caught up in traffic, despite the fact that it's on an emergency run?

Incidents like this are far too common, and it was for this reason a new amendment was introduced on September 1 which stipulates that drivers must stop as close to the right-hand side of the road as possible when an ambulance, fire or police vehicle is flashing a red light on the roof. Previously, this was only required when a bell or siren was operating.

The new amendment is aimed at ensuring that no driver can ignore an emergency vehicle under the pretext that he did not hear the siren because of his car radio, or other distracting noise inside the car. There is a fine for failing to pull off to the right-hand side of the roadway for an emergency vehicle. Under the general penalties section of the Highway Traffic Act, it can range from \$20 to \$100, according to the new scale of fines.



"In this course, we try to give our students a taste of success," says Dan Saunders, assistant to the principal at Gron Morgan High School.

sand dollars of damage and hold up logging operations for hours or days.

With an eye on the job opportunities available to its students in the logging industry, Gron Morgan High School in Port Arthur has recently introduced a driver education course

If You're on Prescription, Check Effects Before Driving

In their study of the causes of traffic collisions, researchers have focused on alcohol as the chemical that most often causes impairment of driving ability.

A lesser known quantity is the effect of drugs on driving skills. It is estimated that at any one time 10 to 20 per cent of our population are taking some medication obtained from a prescription. There is no or little effect on driver perception, skill and judgment in the majority of these cases. But in the last 15 years there has been a great increase in the consumption of mood-modifying drugs: barbiturate and non-barbiturate sedative-hypnotics; tranquilizers; stimulants and anti-depressants.

Taken in large quantities, any of these drugs could be expected to affect driving ability. But even normal dosages, when combined with alcohol, have the potential of interacting to produce impairment.

When starting a new course of medication, it's wise to check with your doctor on whether there could be any effects that might impair your driving ability—or whether it's advisable to drink, even moderately, while on medication.

Mood-modifying drugs are long-acting and are generally taken over long periods. Inappropriate and dangerous driving behaviour can result from their interaction with alcohol.

Traffic Safety Roundup

PORT ARTHUR—The Thunder Bay Safety Council is launching a defensive driving course this winter. Hopes are strong of attracting a record number of participants.



GUELPH—The city of Guelph, Ontario, has carried off top honors for the second successive year for the most effective pedestrian safety program in Canada during 1968. This year Guelph scored 88 per cent out of a possible 100, improving on last year's score by six per cent in the competition for cities of 50,000 to 200,000 population. The appraisal is done by the American Automobile Association and Canadian Automobile Association. Here, R. L. Hamill, director of the Tri-County Automobile Club presents a commemorative bronze plaque to city alderman Norman Jary. D. L. Buckland, left front, general manager of the Tri-County Auto Club, presented framed photographs to the organizations chiefly responsible for the effective program; Guelph city police, represented by Corporal Jack Saunders; and the Guelph Traffic Safety Committee, represented by Verne McIlwraith.

CALGARY—For the first time since its inception, Canada's National Truck Rodeo was held outside of Ontario this year. Twelve professional truck drivers from across Canada, all of whom were winners on regional levels, met in Calgary to pit their knowledge and driving skills in the national championship competitions. The winner in the straight truck division was Earl Hawthorne, of Kingsway Transports Ltd. in Kitchener, Ontario. He scored 343.5 points out of a possible 425 to take the \$400 first prize in this category. The winner in the single axle tractor—tandem trailer division was Keith Brown, of Imperial Oil, Edmonton, Alta.; and Leon Lemoine, Canada Safeway Ltd., Edmonton, Alta., took top prize in the tandem axle tractor-trailer division.

* * *

SAULT STE. MARIE — One thousand life-saving reflector tags bearing the message, "Be Safe—Be Seen" were distributed by the Sault Safety Council in October. The tags, said Council president Bob Diotte, initiated a night-time pedestrian protection program, timed to coincide with the end of daylight saving time. They were given to senior citizens, newspaper route boys and school children living in unlighted, outlying areas of the city.

* * *

OWEN SOUND — Balloons, bicycles, candy and hundreds of

kids were the successful ingredients in the second annual Elmer the Elephant safety parade held in Owen Sound on September 20. The parade was sponsored by the Owen Sound Sun Times and assisted by the Kinsmen Club and local businessmen.



KINGSTON — The Thousand Islands General Radio Service, a citizen's band club operating out of Kingston, Napanee and Gananoque, played Good Samaritan to 31 stranded motorists this summer. Every Friday and Monday night during the long weekends radio-equipped private vehicles, prepared with extra supplies of gasoline, water, first-aid equipment and auxiliary light sources, operated a road patrol for travellers using the Macdonald-Cartier Freeway from Odessa to the Thousand Island Bridge. By assisting stranded motorists the Thousand Island General Radio Service hopes to further the cause of highway safety in Ontario. •

You are invited to attend The Hamilton Road Safety Workshops

to be held at the Holiday Inn, Hamilton
Thursday, Friday and Saturday,
January 8, 9, and 10, 1970

You'll have an opportunity to hear
traffic safety experts

and

you'll have an opportunity
to give your opinions too.

We'll be discussing: ★ Motor vehicle administration and its effects on road safety.

- ★ The new section of the criminal code regarding the new standard for the measurement of impaired driving — .08.
- ★ Engineering highway safety through road building, traffic control and vehicle design.
- ★ Safety education — for young and old alike. ★ The value of using seat-belts consistently.
- ★ What young people can do to help prevent road accidents.

"Sicurezza" is His Specialty



FOR A TRAFFIC SAFETY OFFICER, handcuffs are indispensable—not for locking up criminals, but for making friends. Here, Officer Tony Cachetto gets acquainted with a little girl at the Toronto Metropolitan School for the Deaf.

*"Prima di attraversare la strada, guardate a destra e sinistra," the policeman says, "e dopo camminate."**

The 20 children in the classroom listen attentively. For most of these young newcomers to Canada, this is a first introduction to the rules of safety. In their small hometowns in Italy, they've never had to cope with traffic lights, city traffic and crosswalks.

Traffic safety officer Tony Cachetto of the Metro Toronto Police is a novelty in their classroom too. Previously most of them had learned to think of a policeman as a stern authority figure, somewhat like a soldier. But warm smiles, informal talk, and soon a policeman can become a friend.

Officer Tony Cachetto fills a special role in Toronto, a city with a population of some 350,000 Italian new-Canadians. He helps many of them to an understanding of the laws and police system of their new country, complex and sometimes frightening to the newcomer to Canada. In his work he also bridges another kind of communication gap, teaching deaf children the fundamentals of

traffic safety at the Toronto Metropolitan School for the Deaf. His job takes him into elementary schools in the north Toronto area as well.

But his biggest audience consists of listeners to CHIN-FM, Toronto's Italian radio station. Every Tuesday night from 9 to 11, Officer Cachetto fields queries and complaints about the law on CHIN's "Open Mike" program.

Originally he was invited for just one show. The high response to the program that night proved the need for more information on the law and its workings, and he was asked to be a regular guest. On some Tuesday nights, the CHIN switchboard may record as many as 3,000 calls to the "Open Mike" program.

"We get calls asking about the demerit system, the crosswalks . . . and then there's always the guy who calls in and asks me, 'Do you think it's fair that I got this ticket?'," says Officer Cachetto. "I usually tell them to go to night court."

"One man followed my advice and phoned back to tell us how helpful the judge had been. It was a good experience for him—and for our listeners."

During the week, Officer Cachetto also visits the night-school courses for New Canadians to talk to them in their own language about traffic safety and the law. Many have international licences and want to know if they can use them in Canada. Some are still baffled by traffic signs and directions, and need extra explanation.

Even in predominantly English-speaking elementary schools children sometimes have a hard time understanding the terms used in the traffic safety field, says Officer Cachetto.

Once he asked a little girl at Our Lady of Perpetual Help Separate School who used crosswalks in the city, expecting the answer "pedestrians". "Presbyterians do," was the immediate reply. "Catholics have their own crossing guard, over at the lights," Officer Cachetto now takes care to explain all the terms he uses in the classroom to his young students.

His most challenging assignment is to teach safety to the children at the Toronto Metropolitan School for the Deaf.

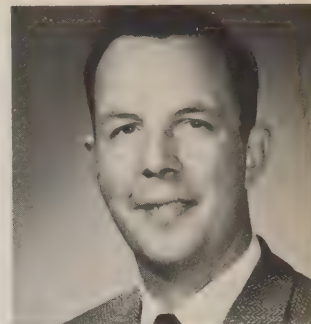
There's no formality at the School for the Deaf, and to the children, Officer Cachetto is known as simply, "Tony". Most of them lip-read well enough to understand him. He uses ample gestures to illustrate every point he makes, and has the children repeat after him to make sure they understand.

"Many of these children do well enough to be transferred into the regular school, Davisville school, which is right next door. When I go into Davisville school to teach safety, many of the deaf children have already seen the lesson, and there are hands flying all over the place!"

His greatest satisfaction is in working with older students, in grade 7 or 8. "There's not much I can teach them about safety—they've heard it all. But sometimes there are some excellent questions about the law. Here, I feel as if I'm accomplishing a little bit more."

*safety.

*"Before crossing the street, look to the right and the left—and then walk."



Dick Lewis

New Safety Organizer In Lakehead

A new Accident Prevention Organizer has been appointed for the Districts of Kenora, Rainy River and Thunder Bay.

Richard Lewis will represent the Highway Safety Branch of the Department of Transport in these areas, and his duties will include the inspection of the high school driver instruction program, development and support of a wide variety of community safety programs such as school patrols, community safety councils, bicycle safety and pedestrian safety programs for children and adults, school bus seminars and safety workshops.

His office will be located in the driver examination centre, Intercity Plaza, Port Arthur.

Prior to this appointment Mr. Lewis served for 11 years with the Ontario Provincial Police in the Oakville and Nipigon detachments and most recently as Corporal in the Milton detachment.

Coming events

November 24-25—the 43rd annual convention of the Automotive Transport Association of Ontario, Royal York Hotel, Toronto.

January 8, 9, and 10 — Road Safety Workshop sponsored by the Ontario Department of Transport, Holiday Inn, Hamilton.

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Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.

Drinking Drivers Face Compulsory Breath Test

New amendments to the Criminal Code of Canada, aimed at drinking drivers, became effective on December 1.

It is now a criminal offence to be in the care or control of a motor vehicle if you have consumed enough alcohol to register more than point zero eight (.08) on a breath test . . . that is, if you have more than 80 milligrams of alcohol per 100 millilitres of blood.

It is also a criminal offence now to refuse to take a breath test when required to do so by a police officer. Previously, breath tests were administered on a voluntary basis.

Penalties for offenders are severe. A level of more than point zero eight on a breath test OR refusal to take the test will result in a fine of up to \$1,000 or up to six months in jail or both. In addition, you can be prohibited from driving anywhere in Canada for up to three years.

Any police officer who, on reasonable and probable grounds believes that an offence has been committed, can require a suspect to accompany him to a place where the breath sample can be taken. The test must be taken within two hours after the offence was alleged to have occurred.

The breath test must be done on an instrument approved by the Attorney General of Canada. The Borkenstein Breathalyzer, which is an approved instrument, has been in use in Ontario on a voluntary basis since 1956. Over 90 of these instruments are already installed in police quarters across the province.

The operator of the Breathalyzer must meet specified qualifications. Ontario has at least 100 trained operators actively engaged in this work.

The Criminal Code offence of driving or having care and control of a motor vehicle while ability to drive is impaired by

alcohol or a drug, has not been changed. Penalties remain the same: for a first offence, a fine of up to \$500 or imprisonment for three months or both; for a second offence, imprisonment of 14 days to three months, and, for each subsequent offence, imprisonment for three months to one year. In addition, anyone convicted on the impairment charge can be prohibited from driving anywhere in Canada for up to three years.

You Don't Have To Be Driving . . .

Motorists should take special notice of the wording of the Criminal Code regarding "drinking and driving".

Convictions under the impairment or point zero eight sections of the code refer to persons who drive or have the care or control of a motor vehicle, whether it is in motion or not.

The code reads: "Where it is proved that the accused occupied the seat ordinarily occupied by the driver of a motor vehicle, he shall be deemed to have had the care or control of the vehicle unless he establishes that he did not enter or mount the vehicle for the purpose of setting it in motion".

Figures for Ontario Show Scope of Problem

The drinking driver is a very serious problem in Ontario. Statistics for 1968 show that 23.7 per cent of drivers involved in fatal collisions had been drinking or were impaired.

Even more startling are figures which show that 44.6 per cent of drivers killed in traffic collisions had been drinking or had impaired ability.

Through the years 1966-67, 1,287 drivers died in traffic collisions. Of these, 881 were



Drivers who show signs of intoxication can now be made to take a compulsory breath test. In Ontario, the Breathalyzer is the machine used to determine blood-alcohol content. The maximum permissible level has been set at .08 percent — 80 milligrams per 100 millilitres of blood.

tested for alcohol, and 50 per cent of those tested were positive. In 80 per cent of the cases where alcohol was found, blood alcohol concentrations of point one per cent (.10) and higher were indicated.

During 1968, a total of 14,492 Ontario drivers lost their privilege to drive because of intoxicated or impairment convictions.

Intoxication accounted for 434. The other 14,058 were convicted of impairment.

New Amendment Reflects High Cost of Living

The rising cost of living is reflected in a new amendment to the Ontario Highway Traffic Act which becomes effective on January 1.

Previously, collisions involving personal injury or property damage exceeding \$100 had to be reported to the nearest provincial or municipal police officer.

This property damage minimum will be increased, on Jan. 1, to \$200.

The Breathalyzer — What it is, How it Works

The Borkenstein Breathalyzer, a compact little machine that weighs only 14 lbs., does a job out of proportion to its size.

If a person is detained by the police on suspicion of driving while impaired, this is the device he would be tested on in Ontario. It registers blood-alcohol con-

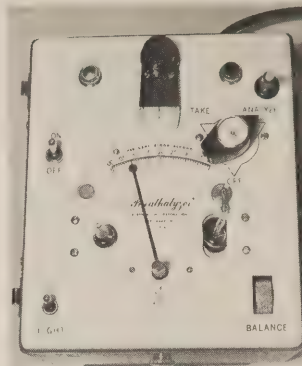
\$1,000 retail. Breathalyzers are located in O.P.P. detachments across Ontario, as well as in city police divisions in larger urban areas throughout the province.

The Breathalyzer is tested twice to ensure complete accuracy before it is used on a subject—first with room air, then with a standard mixture of alcohol in air. Then the instrument is cleared and is ready for use.

The subject blows into a thin tube which leads into a cylinder contained in the machine. His breath pushes up a piston. As the piston rises, it uncovers air vents which let the first part of his breath escape. When the subject stops blowing, the piston settles, trapping the last portion of air the subject has exhaled—the deep-lung sample needed for accurate analysis of blood-alcohol content.

In the second part of the analysis, the deep-lung sample is bubbled into a pre-tested ampoule which contains a chemical solution sensitive to the presence of alcohol. This solution is strong yellow in color. Alcohol causes it to become paler.

The Breathalyzer then measures the decrease in the yellow color that accompanies the reaction by passing light through the solution. It will be more penetrable to light than the other untouched control am-



The Breathalyzer registers point zero eight—the maximum permissible level of blood alcohol content.

poule contained in the Breathalyzer. The difference in readings is registered on the machine, giving the amount of alcohol present in each 100 millilitres of the subject's blood.

The subject is given the benefit of the doubt in Breathalyzer tests. Although his breath may register .088 alcohol consumption, the reading is always rounded down to the nearest low unit of ten—which in this case would be .08.

Two samples of the subject's breath are tested to make sure

of complete accuracy. Usually the tests are spaced about 15 minutes apart. The total time taken for the Breathalyzer test would range from one hour to an hour and a half.

The Breathalyzer has proved to be invaluable in another way. It has often helped police to detect people who show signs of intoxicated behaviour due to epilepsy, concussion, heart attack, diabetes, overdoses of insulin or the use of drugs such as barbiturates and tranquilizers. When the subject registers little or no alcohol in his system, police can then take steps to get him fast medical attention.

The new Criminal Code amendments on drinking and driving finds Ontario well prepared. The Breathalyzer has been in use in Ontario on a voluntary basis since 1956, two years after it was invented and put into production in the state of New Jersey.

Ontario has a large and well-trained force of Breathalyzer operators. Some 650 police officers have taken the thorough, two-week courses in Breathalyzer operation conducted by the Forensic Sciences Centre of the Department of Justice in Toronto. About 400 are now actively engaged in this work in Ontario. The R.C.M.P. also conduct operators' courses across Canada.



There are some 400 trained personnel actively engaged in Breathalyzer operation in the province of Ontario.

tent with a high degree of accuracy, providing proof admissible in all Ontario courts. No toy, it carries a price tag of about

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Thursday, Friday and Saturday,
January 8, 9, and 10, 1970

You'll have an opportunity to hear
traffic safety experts

and

you'll have an opportunity
to give your opinions too.

We'll be discussing: ★ Motor vehicle administration and its effects on road safety.

★ The new section of the criminal code regarding the new standard for the measurement of impaired driving — .08.

★ Engineering highway safety through road building, traffic control and vehicle design.

★ Safety education — for young and old alike.

★ The value of using seat-belts consistently.

★ What young people can do to help prevent road accidents.

Collision Rate Highest For Drivers With Records

Safety experts have always believed that drivers with convictions for traffic offences are more likely to be involved in collisions.

In Ontario, there is now conclusive evidence to prove that this is the case.

According to a study conducted by the highway safety research branch of the Ontario Department of Transport, over a three-year period a male driver with a conviction record is involved in 2.8 times more collisions than a male driver without a record.

The research branch used a random sample of 48,552 drivers—1.6 per cent of Ontario's driving population in the year 1967—to prepare their study on traffic collisions and offences. The sample was drawn from a computer master file and the drivers were studied over a three-year period.

The study also produced solid evidence that traffic collisions are not just things that happen to 'the other guy'.

Fully 17 per cent of the large random sample had been involved in collisions at the end of a three-year period. Applied to the general public, that would mean roughly one out of every five drivers.

Convictions for traffic offences were also found to be more widespread and prevalent than was generally believed. In a one-year period 18 per cent of the male drivers studied had at least one conviction on record. After

two years, the figure rose to 30 per cent; and after three years, 41 per cent. The research branch estimates that over a five-year period, 50 per cent of all male drivers would have conviction records.

A large proportion of these

drivers eventually became conviction repeaters. After three years, 46 per cent of the male drivers with conviction records committed additional traffic offences. Three-quarters of all convictions are registered against conviction repeaters.

After three years, only 12 per cent of the female drivers studied had convictions on record.

The young beginning driver is a definite problem. As revealed by the study, their col-

and collisions in Ontario makes each trip in a car a gamble, where only good defensive driving can weigh the odds in your favour.

On a more general basis, the high incidence of traffic convictions among Ontario drivers which was revealed by this study can only be taken to indicate that violation of traffic laws is a type of misbehaviour condoned by public opinion—despite its high cost in lives and property. •

A Special Christmas Message

Christmas is a magic time of year for the very young and for the young at heart. Over the years, we have embellished Christmas with many beautiful traditions to make it the most festive of all holiday seasons, stressing the original Christmas message of joy and goodwill to all.

At this time of year we experience the special joy of giving . . . but we can only hope for the two blessings that will make our gifts meaningful. Health and happiness, gifts without price, cannot be bought at any store.

While it is not in our power to give these gifts, we do have the power to take them away. The careless driving that causes traffic collisions can bring about a world of pain and heartache to innocent victims and their families.

That is why, this Christmas, we propose another kind of tradition to keep the season bright. Extra care and caution in driving, during the Christmas season and throughout the coming year, is one of the single biggest gifts we can give as a gesture of goodwill to all. A very special kind of 'caring', it is in true harmony with the spirit of Christmas.

On behalf of the Ontario Department of Transport, I would like to extend very best wishes for a happy and safe holiday season to every reader of Ontario Traffic Safety.

Simon Jackett

Ontario Minister
of Transport

New Plates on Sale December 1



BUY YOURS EARLY! Licence plates for 1970 go on sale in Department of Transport offices across Ontario on December 1. The new, blue-on-white plates cost \$35 for an eight-cylinder, \$27.50 for a six and \$20 for a four. Buy yours now and avoid the long line-ups that start forming close to the February 28 deadline.

lision and conviction rates are higher than those for all other drivers over a comparable one-year period. In their first year of driving, the males in the beginner group had twice as many convictions for traffic offences as did experienced drivers over a comparable one-year period. Inexperienced males also had 50 per cent more collisions.

There was no difference in the number of convictions for girls in the beginner group as compared to experienced female drivers over a one-year period. But young beginning female drivers had 100 per cent more collisions than did experienced female drivers.

Just what does all this data mean to you?

For one thing, it means that any sense of security you might have while driving in your car is false. The widespread incidence of both traffic violations

Helmets Must Be CSA-Approved As of Jan. 1

Ontario motorcyclists are reminded that on and after January 1, helmets must meet specifications of the Canadian Standards Association. There is one exception. During the period from December 31, 1969 to December 31, 1971, helmets conforming to the requirements of the Snell Memorial Foundation or British Standards Institute will be permitted.

So far helmets manufactured by several firms have passed the tests administered by the CSA and bear the CSA-approved sticker. More will be passed as they meet CSA requirements.

Once a helmet has been approved, CSA-appointed personnel continue to check in-plant manufacturing and quality at regular intervals.

The helmets are put through an impact test. In all cases, says CSA technologist Eric Loevenmark, they must protect the wearer so that he is subjected to a force no greater than 5,000 lbs. on the head area. Laboratory tests have shown this amount of force is the maximum that can be sustained by the human skull.

CSA-approved helmets must meet two other requirements; they must have a smooth, slippery surface to reduce friction in the event of an impact, and they must stay on in any crash situation. The approved helmets range in price from about \$20 to \$50.

CSA Testing Laboratories
LABORATOIRES D'ESSAIS CSA

CERTIFIED
HELMET FOR
MOTOR CYCLIST

NON-RACING

CASQUE
CERTIFIÉ
MOTOCYCLISTE

TOURISTE

CSA STANDARD D230

LABEL SERIES S1 SÉRIE DE L'ÉTIQUETTE

This sticker is found only on helmets which have met the specifications set by the Canadian Standards Association.

Special Laws Control Snow Vehicle Operation

If you're a new owner of a motorized snow vehicle, remember that there are Ontario regulations respecting insurance, equipment, driving rules and registration.

A motorized snow vehicle must not be operated on a highway unless its operator is insured under a motor vehicle liability policy in accordance with the Insurance Act. The owner is required to produce evidence on request.

The operator is not required to have any type of driver's licence, but no one under the age of 16 is allowed to drive on a highway.

Operators of these vehicles must obey the rules of the road and other requirements spelled out in the regulations.

There are restrictions about where the machines can be used. On some highways, they are prohibited . . . on some others their use is restricted to the shoulder of the highway.

On King's Highways listed in a schedule which has been drawn up by the Ontario Department of Transport, motorized snow vehicles may travel on the roadway (the part of the highway ordinarily used for vehicular traffic) or on the shoulder.

On those King's Highways not listed in the schedule they may travel on the shoulder or right-of-way, provided they are operated as far away from the road-

way as is practicable under the circumstances.

Motorized snow vehicles are completely prohibited on the following freeways: Ottawa Queensway, Queen Elizabeth Way, Highway 27 from the Queen Elizabeth Way to Highway 7, and Highways 400, 401, 402, 403, 405 and 406.

On highways under municipal jurisdiction, they may be operated except where prohibited by municipal by-law.

In order to enforce the regulations, all motorized snow vehicles must be registered with the department before they can be operated anywhere in this Province, on or off the highway. The registration fee is \$4.00 and the permit is valid until October 31, 1970. A green and white licence plate is issued which must be attached to the front of the vehicle.

To find out more about the regulations concerning motorized snow vehicles and the areas in which they may be operated, contact your nearest Department of Transport office, or write to: The Highway Safety Branch, Ontario Department of Transport.

Coming events

January 8, 9, 10—Road Safety Workshops, sponsored by the Ontario Department of Transport at the Holiday Inn, Hamilton.

Pack Your Trunk for Winter!

Winter has arrived — are you ready for it?

Anti-freeze . . . snow tires . . . car tune-up and a battery check can give you a good start on preparing for winter driving. It's a good idea too, to get ready for any winter driving emergencies that may arise. A bag of sand or ashes, tire chains, traction plates in the trunk of your car are double insurance against getting stuck in a snow drift.

If you often have difficulty getting your car started on cold winter mornings, it may be the carburetor adjustment. You might need a thinner grade of oil, or extra anti-freeze. Sometimes a battery pad or block heating system is a necessity in areas where the night-time temperature often drops below zero.

When you're driving, watch out for "temperature traps"—bridges, where the road is often



The Ontario Traffic Conference Safety Officers' Seminar, held at the Seaway Hotel in Toronto on Nov. 6, featured a workshop approach to such problems as bicycle safety and road engineering. Here, Sgt. D. Pursley, chief motorcycle instructor for the Ontario Provincial Police, and Department of Transport personnel W. Hornby, driver examination branch; F. Reavell and C. Laybourn of the highway safety branch, conduct a seminar on motorcycle training. Some 100 traffic safety officers from across the province attended the conference.

Traffic Safety Roundup

OAKVILLE — Oakville plainclothes police officers are riding as passengers on school buses on north Oakville runs in a bid to nab motorists who do not stop for school buses which are letting children on or off. There have been more than several violations in this area of the law which requires drivers to stop on nearing a stopped school bus, with red signal lights flashing, when approaching from either the front or the rear. One such

occurrence resulted in the death of a little girl in the north Halton area.

GUELPH—Driver improvement clinics have been re-introduced in this city in view of high traffic collision tolls.

PORT ARTHUR — A "militia drivers' rodeo", for drivers of military vehicles, was held in this city on Sunday, October 19. The purpose of the rodeo was to stress the safety and manoeuvrability of military vehicles using the concept of commercial drivers and the concept of highway safety.

Ontario Old-fashioned?

Ontario, a progressive province in many other ways, is still old-fashioned when it comes to driving. Driving, even in 1969, is still a predominantly male activity in Ontario, with 82 per cent of males age 16 and over licensed to drive, as compared with only 41 per cent of females.

The driving public in the state of Michigan, in comparison, is almost equally 50 per cent female and 50 per cent male.



Published monthly for the use of all who have an interest in the promotion of safer highway travel. Contents may be reprinted without reference to the Department of Transport except where credit is given to other sources. Readers with safety activities to report should write Ontario Traffic Safety, Highway Safety Branch, Department of Transport, Room 352, Ferguson Block, Queen's Park, Toronto 182.

Hon. Irwin Haskett, Minister.

Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.
Pat Michener, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.

Key Speaker An Authority on Drinking Drivers

One of the key-note speakers at the Road Safety Workshops, January 8, 9, and 10, will be Dr. John Havard, a man who became concerned with breath-test laws long before they ever came to Canada.

Dr. Havard will be flying from England to attend the workshops, bringing the accumulated British experience in legislation on drinking drivers to help in the discussion of our new point-zero-eight law.

As a medical doctor, barrister-at-law, author and lecturer, Dr. Havard is highly involved with work being done at present in Europe to counteract drinking and driving. He is a consultant to the World Health Organization, the Council of Europe and the Organization for Economic Cooperation and Development on road accident prevention and alcohol and drugs.

For his work in this field, Dr. Havard has been presented with the gold medal of the Inter-Scandinavian union for non-alcoholic traffic. He lectures extensively, both at home and abroad, on the results of his studies.



Dr. John Havard,
undersecretary, British Medical
Association, London, England.

a cinchy resolution . . .

Here's a New Year's resolution that's really a snap — seatbelts.

It's a lot easier to take up the seatbelt habit than to give up cigarettes . . . and, like giving up cigarettes, it could lengthen your life by years.

Seatbelts save lives and reduce injuries in collisions, both at highway and at city speeds. Before you turn the key . . . do up your seatbelt.

Breath Test Law, Seatbelts New Road Workshop Topics

Current issues, and subjects of ever-current interest in the traffic safety field will be coming up for discussion at the Department of Transport's annual Road Safety Workshops, to be held this year in Hamilton, January 8, 9, and 10 at the Holiday Inn.

The complex and urgent problem posed by traffic fatalities and injuries is the major theme in this sixteenth in a series of conferences designed to stimulate interest in traffic safety in Ontario. Panels of experts will tackle different facets of this problem in workshop sessions, and delegates and members of the public who attend will be encouraged to contribute their views and suggestions also.

This is the first time the Road Safety Workshops have been held in the city of Hamilton. It's the first time also for such new workshop topics as the Federal Government's point zero eight legislation concerning drinking drivers, introduced just last December 1, and the use of seatbelts and how to promote it.

The opening session will be at 9:00, January 8, in the Royal Pavilion Ballroom of the Holiday Inn. The topic for the morning workshop will be motor vehicle administration and road safety, an introduction to the role played by the Department of Transport in the program to ensure safer streets and highways throughout the province.

The afternoon workshop will feature discussion on the new point zero eight law and the use of the breathalyzer as aids in reducing traffic collisions.

On Friday, January 9, morning and afternoon workshop topics will include engineering highway safety through road construction and vehicle design, and the seatbelt habit and its promotion. That night, young people will be invited to air their views on traffic safety and later enjoy a dance featuring two live

bands at the Road Safety "Speak-in and Spin-out", a special youth feature.

Saturday's workshop will be on the subject of traffic safety education and its importance. The workshops will formally adjourn at 2:30 p.m.

Road Safety Workshops have been held in different cities throughout Ontario over the past 12 years. Their purpose is to generate interest and concern for traffic safety in the areas in which they are conducted, and to stimulate creative thinking on solutions to traffic safety problems in Ontario.

Delegates to the conference will include municipal officials, educators, police, lawyers, doctors, businessmen and leaders of community organizations. All others with an interest in traffic safety are urged to attend and contribute their ideas.

Traffic Deaths Down in Safe Driving Week

During Safe Driving Week, December 1-7, motorists were perhaps a little more careful, a little more safety-conscious, due to the extensive publicity given this yearly campaign sponsored by the Canada Safety Council.

The results: in Ontario the fatality toll was 21. This is an increase of two for Ontario over last year's figure, 19, but this total looks low when compared to the average weekly figures for each remaining week of the month of December in 1968, about 37.

Across Canada, the total number of traffic deaths during Safe Driving Week was 55, as compared to last year's low of 49. Quebec registered only nine deaths. The province of Saskatchewan alone completed Safe Driving Week without a fatality.



Roy C. Haeusler, (L) chief engineer, automotive safety and security, Chrysler Corporation of Detroit, Michigan; and **Norman H. Bell,** president of White Trucks, a division of White Motor Corporation of Canada Ltd. and president of the Canada Safety Council, will be luncheon speakers at the Hamilton Road Safety Workshops on January 9 and 10 respectively.

DHO Maintains 1,300 Check-Points for Safety

When the Ontario Department of Highways is commended for its good work, it's usually not just by Ontario drivers. The compliments come from American visitors to this province, amazed at the quantity and quality of our highway system.

In Ontario we drive upon, ride upon and take for granted one of the best highway systems in North America. The DHO has some 13,000 miles of King's Highways under its jurisdiction, and these roadways are continually being improved and extended. In 1968 motorists drove more than 12 billion miles on King's Highways—about half of the total mileage driven in the entire province.

With so many motorists on the go in Ontario, the DHO must make sure that the roads they drive on are the safest possible. A new computer system now helps them to pinpoint "trouble spots"—areas with a high collision frequency. Called the Accident Retrieval System, it gives data on the collision his-

Using the new computer system, traffic analysts have access to the collision history for any section of the King's Highway within 24 hours. Formerly, the compiling of this information might have taken months. Terminals located in Kingston and London facilitate quick access to the Toronto-based computer.

Using the computer, DHO traffic experts can give fast attention to areas with a high collision history. The basis for improvement would be if the collision rate at a given location is consistently higher over a three-year period than the collision rate for the entire highway. This time period eliminates variable factors such as unusual weather conditions. Over the past year, information retrieved from the computer has been of value in such improvements as the new by-passes constructed at Madoc and St. Mary's.

Data used in the computer are obtained through an excellent system of cooperation with the



To help them plan for today, Highways engineers use studies that project transportation needs 20 years into the future.

To combat this hazard, the Department of Highways conducts extensive tests. DHO was the first in Canada to have a "skid trailer"—a device which measures the resistance of the roadway under skid conditions.

Two years ago, the DHO used the skid trailer to take a representative sample of pavement surfaces for King's Highways all across Ontario, as a check for possible improvements. Improvements to road surfaces can be made in various ways — by "burning" the pavement with a special machine which melts away the slippery surface, leaving projecting small rocks and gravel and by longitudinal "grooving" to de-slick the surface.

Recently, one mile on highway 400 was resurfaced with over 30 different kinds of asphalt mix. The skid trailer was used to evaluate the skid-resistance of each of these different types of roadway. After a suitable period, it will be taken back again to the site to test resistance after regular wear. The type of pavement that holds up best will be preferred in future DHO road construction.

The DHO maintains a regular army of engineers to design its roads. Transportation planning studies aid them in their work. Using a sophisticated computer program which projects 20 years into the future and takes into account such complex factors as the possible number of people living in the area, square feet of factory space and average income, planners can assess the needs of the future and plot their present construction accordingly.

For their work, the Department of Highways has been rewarded with some encouraging

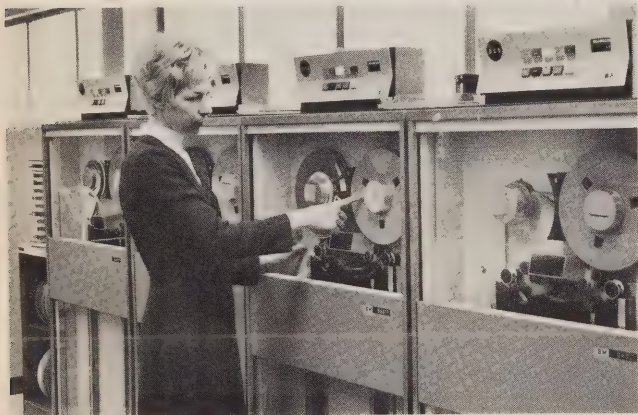
figures, for which they can share a responsibility.

In September of 1945 when the traffic section of the Department of Highways was formed, the province had 662,719 motor vehicles registered as compared to a 1968 registration of 2,862,981.

Despite this increase, there has only been a slight rise in the provincial collision rate, from 3.4 to 5.9 over over a 23-year time span. Fatal collisions have actually decreased. The fatal collision rate was 13.5 in 1945, as compared to 5.0 in 1968.

Good cars, good drivers, good roads . . . these are the elements which make up safe driving. •

** Collision rates indicate the number of collisions per one million vehicle miles of travel, while the fatal collision rate is based on one hundred million vehicle miles travelled.*



The DHO computer gives instantaneous information about every one-tenth mile of roadway under Highways' jurisdiction. This data helps traffic experts pinpoint "trouble spots" where road improvements would be of value.

tory of every one-tenth mile of roadway under DHO jurisdiction.

At the end of 1969, the computer had been programmed to provide this information for the years 1967 and 1968, with the 1969 year being presently prepared for the system. Eventually the active memory of the computer will be extended to cover five years. Records of other years are also available, in files and microfilm, right back to 1953.

Ontario Provincial Police and the Ontario Department of Transport. A detailed report on every collision that occurs on King's Highways is made out by the investigating officer on duty, and a copy sent to the DHO. This system is the envy of many highway departments in the States, few of whom can provide their engineers with detailed information regarding the location of collisions.

One of the greatest roadway hazards to motorists is skidding.



Department of Highways uses this "skid trailer" to check up on one of the greatest road hazards to motorists, slippery pavement.

Motor Vehicle Inspectors Appointed

Early in 1969, the Department of Transport organized a new vehicle inspection branch. This branch is responsible for the administration of the law that all used motor vehicles must have a certificate of mechanical fitness before licence plates can be issued.

Ten new district inspectors have been hired for the new branch. These inspectors are licensed mechanics who will visit car dealers and garages routinely, checking used vehicle inspection procedures and providing advice and information. They

were selected after more than 170 personal interviews conducted by the Department of Transport across Ontario.

The men have undergone a thorough six-week training course to prepare for their duties. They will be working out of Department of Transport offices in various cities throughout the province.

The new inspectors are: Robert Valliere, who will be located in Metro Toronto; M. McIntyre, located in London; Bill Keen, Toronto; George Bouchey, Thunder Bay; Bob Cronin, Hamilton; Stanley Clay, Hamilton; Lloyd McPhee, Toronto; George Henderson, North Bay; Henry Roy, Ottawa; and Robert Brannen, Kingston. •

Hero's Widow Accepts Dunlop National Award

When his gasoline tanker overturned in a collision on highway 7, pinning him inside the cab, truck driver Donald Myers wouldn't let himself be rescued.

"Don't come near me, I'm going to explode," he shouted to passersby who had stopped to help him. "Say goodbye to my wife and child."

Seconds later, the truck's tank blew up and engulfed the vehicle in flames.

Three people were killed in that early morning collision on January 29 near Renfrew, Ontario. The toll could have been much higher if it were not for the courageous action of Donald Gordon Myers, 48, of Ottawa, a warning off his would-be rescuers.

For this reason, the judges for the Dunlop National Truck Hero Award recently set a precedent by presenting the first posthumous award since the award program was begun 14 years ago to Betty Myers, the widow of Gulf Oil truckdriver Donald Myers.

The Dunlop National Truck Hero Award is given for bravery beyond the call of duty. Posthumous awards are not normally wanted, but the action of Donald Myers seemed to call for a special exception. It was also the first time in the history of the award that the same candidate has been submitted by more than one individual or organization. Four people submitted the name of Myers for consideration for the award.

The judges were Phillip J. Farmer, Executive Director, Canada Safety Council, Neville

Proctor, president of Dunlop Canada Ltd., and Walter B. G. Reynolds, Commissioner of Highway Safety, Ontario Department of Transport.

The award was presented to Mrs. Myers at the Automotive Transport Association of Ontario convention, on November 24 at the Royal York Hotel in Toronto.

It didn't surprise Mrs. Myers that her husband waved away his rescuers moments before his truck exploded.

"He always thought of other people before himself," she said. He wouldn't save his own life if he thought other people would be hurt."

After her husband's death, Mrs. Myers moved with her daughter Carol back to her home town of Brockville, Ontario.

For the duration of the convention, Mrs. Myers and a long-time friend toured Toronto for four days as guests of Dunlop of Canada. •

Traffic Collisions Sinful, Says London Minister

Parishioners of St. Jude's Anglican Church in London, Ontario, were a little surprised to find themselves involved in a traffic safety seminar when they attended regular Sunday services last November 16.

Getting a head start on Safe Driving Week (December 1-7), was Reverend Lloyd Cracknell, the rector, who was celebrating a special service aimed at making his congregation more safety-conscious on the road. Local

Code Committee to Draw Up Standards for Safety

Federal Bill C-137 regarding the establishment of standards for new motor vehicles in Canada has been introduced in the House of Commons, and the provinces are preparing to take their part in the drive for safe vehicles on Canadian roads.

On November 20, the formation of the Canadian Standards Association Code Committee for vehicle equipment was announced in Toronto. This committee includes representatives of the federal government and all the provinces, as well as representatives from five organizations concerned with vehicle equipment manufacture. It will direct the production of stan-

dards for motor vehicle equipment used in replacements.

At the same time, the formation of an Advisory Council on Automotive Safety was announced. Consisting of representatives of the federal and provincial governments, it will supervise the application of standards for motor vehicle equipment.

Among matters mentioned for upcoming consideration were the formulation of standards and the institution of tests, certification and approvals programs for tires, and the inspection of tires, vehicle lighting, school buses, mobile homes and travel trailers, seatbelts, brake fluid and safety glass. •



Neville Proctor (L), president of Dunlop Canada Ltd. and one of the award judges, presents the 1969 Dunlop National Truck Hero Award to Betty Myers, widow of truck driver Donald Myers. Walter B. G. Reynolds, Commissioner of Highway Safety for Ontario and an award judge, looks on.

shall rage in the streets, they shall jostle one against another in the broad ways: they shall seem like torches, they shall run like the lightnings."

"We put on this special service every year," says minister Lloyd Cracknell. "I think that killing people on the highway is one of the worst sins we've got — it can be avoided." •

Coming events

March 31 — 28th annual convention of the Transportation Safety Association of Ontario, Royal York Hotel, Toronto.



A Fine Thing...

Walking across the street on a flashing green light can get you into a lot of expensive trouble.

Advanced green lights are installed to give drivers a chance to turn at busy intersections — not to give pedestrians a running start on traffic. Until the light turns solid green, pedestrians must stay on the curb except when there is a walk, don't walk signal, in which case they must obey the signal. If you walk across illegally against a flashing green light you can be tagged with the same fine handed out for walking on a red light. Under the new scale of fines, this can range from \$20 to \$100.

Under the Highway Traffic Act, over-anxious pedestrians can also be fined for stepping into the roadway against a red light while waiting for the light to change.

Maxi-Coats Dangerous?

The new maxi-coat trend is a source of dismay to girl-watchers... and now the British Royal Automobile Club is joining the opposition as well.

Their reason isn't aesthetic — they're simply afraid that girls who drive cars wearing the new long coats are going to get their skirts caught in their gear changes.

"Never drive a mini in a maxi," is their advice.

Traffic Safety Roundup

MISSISSAUGA — School children in Mississauga are going to get drivers licences... for their bicycles. Children will have to pass driving tests to obtain their licences, said Constable Lendo Maritan of the Mississauga police safety division. The tests will be on bicycle handling and safety and there will be a 15-point demerit system. About 35,000 school pupils are expected to be involved in the program sponsored by the town's safety council. The licences won't have legal status, but it's hoped they will make children more safety-conscious.

GUELPH — Safety-conscious residents will soon be able to read up on safety in a special corner of the Guelph Public Library. The safety information section is the idea of the Guelph traffic safety committee, who

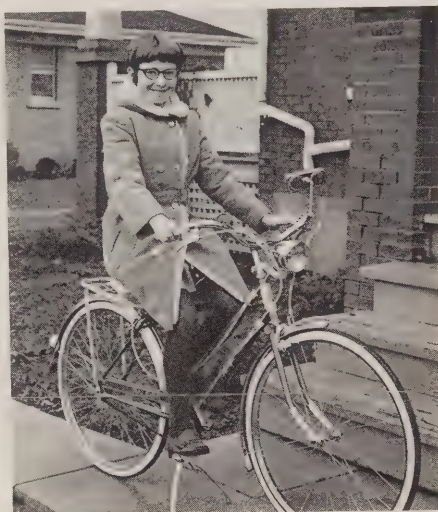
have been collecting this literature over several years.

NEW YORK — In the interests of safety, the Port of New York Authority rewired its fleet of cars and trucks so that parking lights would go on when the ignition did. After a year's experiment it was found that all collisions had been reduced by 18 per cent and rear-end collisions by nearly 50 per cent.

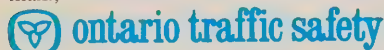
DUNNVILLE — The Dunnville and District Safety Council is taking steps to make sure young bicyclists are safe on the streets at night. They're sending letters out to the parents and enclosing reflective tape. The Highway Traffic Act requires that a bicycle used at any time when lights are needed must have a white or amber front light, a red reflector or light on the rear, red reflective material at least 10 inches long and an inch wide on the back fender, and white reflective material at least 10 inches long and 1 inch wide on the front forks.

SAULT STE. MARIE — A long daily bus trip to and from school can be tough on both children and driver. So the Sault District separate school board, some of whose students must travel 45 miles back and forth each day from the Indian village of Batchawana, transformed the school bus on which they ride into a mini-theatre. During the one-hour trip, students watch educational movies and listen to music on individual headphones. The bus is equipped with a 16 mm. projector, film screen and tape recorder.

**Hamilton Area
Road Safety Workshops**
will be held on
**Thursday, Friday
and Saturday**
Jan. 8, 9 and 10
at the Holiday Inn,
Hamilton
PLAN NOW TO ATTEND



Last fall, the Department of Transport trailer toured 20 Fall Fairs and exhibitions in towns across Ontario. Thousands of youngsters filled out the Department's questionnaire on bicycle safety to compete in the draw for two shiny new bicycles, to be awarded at the end of the Fall Fair circuit. Winner of the girl's bicycle was Janet Parsons, 10, of Blackstock. Hon. George Gomme (L) Minister of Highways, was on hand when Jim Gunn, 10, of Almonte accompanied by his parents was presented with his prize bicycle.



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Hon. Irwin Haskett, Minister.
Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.
Pat Michener, editor.



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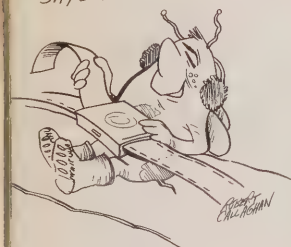
Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.



...s a first-time visitor to Canada, undersecretary of the British Medical Association Dr. John Havard, who spoke at the Road Safety Workshops, got a royal welcome to Hamilton by Controller Anne Jones who presented him with the steel city's official "Golden Bowler" — plus one more gift specially designed for the visiting Englishman, a gold umbrella.

O.P.P. "Traffic Bug" to Give Travel Tips for Motorists

TREVOR THE O.P.P. TRAFFIC BUG SAYS:



After many years as the undisputed symbol of traffic safety in Ontario, Elmer the Safety Elephant has got competition. His friendly rival is a freckle-faced, safety-minded insect called Trevor, the O.P.P. safety bug. Trevor will be making his appearance in many newspapers across Ontario and his safety messages will be heard by thousands of radio listeners.

The new O.P.P. recruit has been named to the ranks by assistant commissioner J. L.

Whitty of the O.P.P. Traffic Division to further the cause of accident prevention throughout Ontario. He is the creation of provincial constable Gordon McGregor, O.P.P. accident prevention coordinator for Long Sault, Ontario; and staff sergeant Robert Callaghan, O.P.P. College, Toronto.



Staff-Sergeant Robert Callaghan, an instructor at the O.P.P. college in Toronto draws the cartoon character originated by Const. G. E. McGregor, Long Sault.

Traffic Problems Probed At Hamilton Workshops

How can we keep people from being killed and injured on Ontario roads?

At this year's Road Safety Workshops, held in Hamilton January 8, 9 and 10, more than 700 delegates put their energies toward finding some solutions for this tough and complex problem in a series of seminars which explored different aspects of safety.

Hon. Irwin Haskett, Minister of Transport and general chairman for the conference, pointed out the direction in which all efforts toward greater traffic safety must tend when he told delegates that what they face is essentially "a human problem."

"... If we can make much more progress in improving the attitudes and habits of drivers, I believe we could easily lick the worst of the highway safety problem."

Delegates to the workshops included municipal officials, educators, police, lawyers, doctors, businessmen and leaders of community organizations, plus many others with an interest in the promotion of safety. In a two-way flow of information with panels of experts, they received answers to their questions and expressed opinions on such workshop topics as motor vehicle administration and safety; the new point-zero-eight breath test law; engineering highway safety; seat belts and the promotion of their use; and the importance of traffic safety education.

Young drivers and soon-to-be drivers got the chance to express their opinions on the traffic laws as they affect young people at a special youth feature, the Road Safety "Speak-in and Spin-out", held in James Street Armoury in Hamilton Friday evening, January 9. After a panel discussion which featured representatives of the motor vehicle manufacturing industry, the automobile insur-

ance industry, traffic law enforcement, driver licensing and motor vehicle inspection and six young members of the All Canada Youth Council, a group of young drivers interested in safety sponsored by the Insurance Bureau of Canada. Hamilton teenagers enjoyed a dance featuring two live bands.

The Hamilton conference was one of 16 held during the past 12 years across the province to generate and encourage continuous and effective road safety programs, and creative thinking on solutions to traffic safety problems in Ontario.

Deadline for Licence Plates February 28

Got your 1970 licence plates yet?

The new, white-on-blue plates went on sale December 1. The last day you'll be able to drive a car with 1969 plates is February 28 — but don't wait until then.

Driving with expired licence plates is a punishable offence. Under the general penalties section of the Highway Traffic Act, the fine for this offence can range from \$20 to \$100.

You'll avoid the fines, and the line-ups, if you buy your plates early. Remember to bring along the certificate of ownership and proof of insurance for your car.

Older commercial motor vehicles (trucks, truck tractors, fire apparatus, buses, ambulances, etc.) are now being licenced as historic vehicles by the Department of Transport.

The licence fee for this class of vehicle is \$10. A historic vehicle must be at least thirty years old and substantially unchanged or unmodified from the original manufacturer's product.

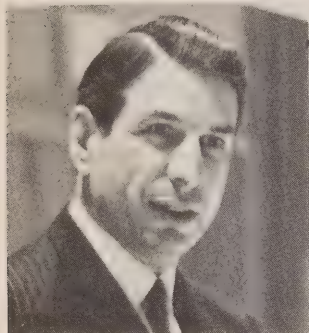


The Workshops...

have been sponsored by the Department of Transport at 12 different locations in Ontario over the past 12 years, in order to generate an active interest and concern about traffic safety and the lives lost yearly on Ontario roads. In the following pages, *Ontario Traffic Safety* presents a report in pictures and words of this year's Road Safety Workshops, held in Hamilton, January 8, 9 and 10.

Hon. Irwin Haskett, Ontario Minister of Transport and the general chairman of the Hamilton Road Safety Workshops, extends greetings to the delegates at the opening session.

Keynote Speakers On Safety

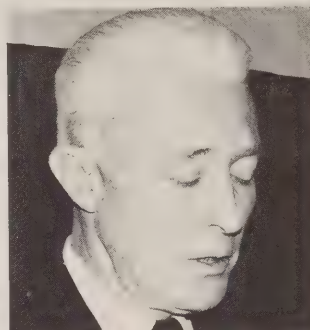


Dr. John D. J. Havard
Under-Secretary
British Medical Association
and Secretary, International
Committee on Alcohol
and Traffic Safety
London, England

"No other measure . . . compared to our Road Safety Act on drinking and driving . . . has had such effect in my country.

Between 10:00 p.m. and 4 a.m., serious casualties and deaths decreased by 33 per cent in the year following the enactment of the law . . . they went down by 42 to 40 per cent respectively on Saturday nights and Sunday mornings although there was only a slight reduction in traffic density.

The people most convinced about the Act are neurosurgeons — they have seen the great reduction in the number of cases coming in."



Norman H. Bell
President
White Trucks, A division of
White Motor Corporation
of Canada Ltd., Toronto,
and President
Canada Safety Council

"If significant progress in safety is to be made, all Canadians must believe that unnecessary risk-taking is socially undesirable and definitely not acceptable.

Laws themselves — and even successful campaigns by themselves — will not bring about any miraculous reversal of the great apathy to traffic safety in Canada.

This boils down to changing the attitude of people to safety, a feat the psychologists and psychiatrists and other experts warn is extremely hard to achieve."



Roy C. Haeuser
Chief Engineer, Automotive
Safety and Security
Product Planning
and Development Staff
Chrysler Corporation, Detroit

"Research data now show beyond all reasonable doubt that we can reduce the number of traffic fatalities among car occupants by one-third to one-half, when all of our vehicles have been equipped with lap belts and shoulder belts to the degree represented by the last two years

of passenger car production on this continent, and when all of the vehicle's occupants regularly use the belts thus made available to them.

The automotive belt is required to be almost twice as strong as the belt for the commercial airliner, and the two kinds of belts are equally easy to get out of.

We need to take advantage of opportunity already provided and paid for, at least in the more recent vehicles. The belts are there; their potential for protection against serious injury and death is very great, but one additional step is required — they must be used.

At least for the next several years it would appear that any inflatable restraint system would have to be thought of not as a substitute for lap belts and shoulder belts — but rather as a supplement."

Leaders in Safety



Every year, cities and towns in Ontario which complete Safe Driving Week (Dec. 1-7 last year) without a fatality are specially honored with the presentation of a certificate signed by Governor General Roland Michener. At the Saturday luncheon, six southern Ontario towns and cities received their certificates of merit from Canada Safety Council president

Norman Bell. Here Mayor A. Pietz accepts the certificate on behalf of the city of Welland. Others receiving certificates on behalf of their towns or cities were: Alderman R. J. Moore, Brantford; Mayor G. W. Harrington, Burlington; Mayor V. K. Copps, Hamilton; Councillor L. S. Mannell, Oakville; Chief Constable Shennan, St. Catharines.

Motor Vehicle Administration And Road Safety

Workshop #1

Harold Buchanan, director, Brant County Safety Council: Why have a mechanical fitness test when changing ownership on a car that's only one to two years old? Why aren't there certain exemptions?

Ed Brezina, manager, highway safety research branch, Ontario Department of Transport: We don't make exceptions because there is no strict correlation between the age of the car and its mileage. Some fairly recent used cars can still have accumulated a lot of wear and may need repairs before transfer of title.

Paul LeSauvage, Ontario Motor League: Is research going on to determine the problem of marijuana use and driving?

Ed Brezina: Recent studies have shown that the degree of impairment due to marijuana in conjunction with driving is not noticeable — much less, in fact than the degree of impairment obtained with alcohol.

Ralph C. Connor, Hamilton: A Committee on Youth recommended that the driving age limit be raised from 16 to 18, and that three points only be given with a probationary licence for beginning drivers. What has happened in this regard?

Ed Brezina: A probationary licence for beginning drivers is now under consideration and will be coming up sometime in the future.

Robert Humphries, registrar of motor vehicles, Ontario Department of Transport: I would like to add that we could impose a very serious hardship on rural communities by raising the licensing age to 18, and this must form a part of our consideration.

John Attridge, Optometrist: Would the breath-test law apply to a person operating a snow vehicle?

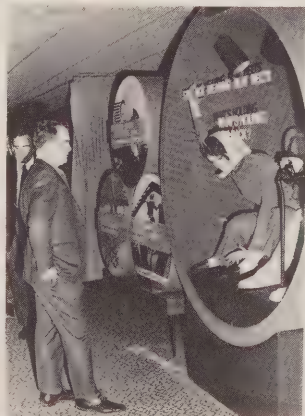
David Duncan, director of legal services, Ontario Department of Transport: Yes, it would, and also to a person operating a farm tractor.



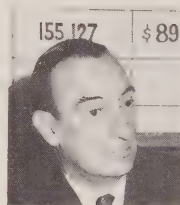
Marlin Lee, a research fellow at Highway Traffic Safety Centre, Michigan State University, was one of many delegates to ask questions at centrally placed mikes.

The workshops played to capacity crowds, with more than 700 delegates attending over the three-day period. After brief talks by panel experts, the format was questions, answers, discussion. ➔

Special Thursday luncheon guests included Dr. Mary Purdy, director, Hamilton Addiction Research Foundation; Ada Pritchard, M.P.P. for Hamilton West, who acted as chairman; Lincoln M. Alexander, M.P. for Hamilton West; and Hamilton city controller Anne Jones. ➔



Outside the conference room, a delegate looks at a series of displays which carry out workshop themes. ➔



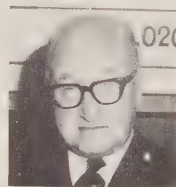
Robert H. Humphries
Registrar of Motor Vehicles
Ontario Department
of Transport



William J. McIntyre
Director, Drivers Branch
Ontario Department
of Transport



CHAIRMAN:
David M. Duncan, Q.C.
Director, Legal Services
Ontario Department
of Transport



Hugh N. Gilchrist
Director, Accident Claims
Ontario Department
of Transport



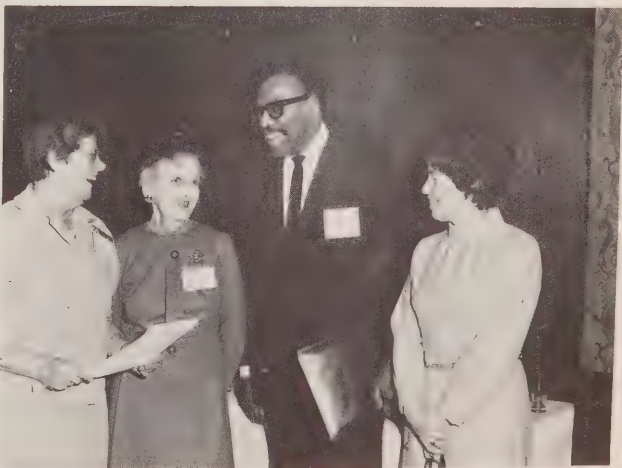
Walter B. G. Reynolds
Commissioner of Highway
Safety, Ontario Department
of Transport and Coordinator
for the Hamilton workshops



Edwin H. Brezina
Manager, Research Section
Ontario Department
of Transport



Herbert J. Aiken
Director, Vehicles Branch
Ontario Department
of Transport





John R. Smith, M.P.P. for Hamilton Mountain, was chairman of the Thursday morning opening session of the three-day Road Safety Workshops.



Standing room only — delegates spill into the hallway outside the crowded conference room.

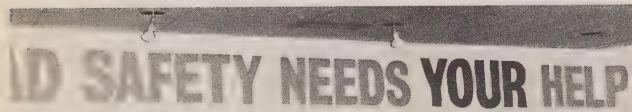


Most Reverend Joseph F. Ryan, Bishop of Hamilton, delivers the invocation at the Thursday morning opening session.



↑ Mayor of Hamilton Victor K. Copps (L), and H. K. Embree, president, Hamilton Chamber of Commerce, talk with Rev. A. Gardiner Skelly of Ryerson United Church in Hamilton, who delivered the benediction at the Saturday luncheon.

↓ Staff from the Hamilton Automobile Club lent a helping hand to register delegates arriving for the opening session.



Experts on the Thursday afternoon panel discuss the new laws on drinking and driving and their possible effect on accident statistics in Ontario.



William A. Woodcock (R), director of engineering, General Motors of Canada Ltd., and Walter D. Fallis, executive engineer, Ford Motor Co. of Canada, demonstrate their child restraint devices, the Ford Tot-Guard (L) and the General Motors' infant seat.

↓ Helen Anthony, chairman of the Federation of Niagara Peninsula Safety Councils, greets the delegates at the Thursday luncheon.



← R. L. Christie, president, Canadian Kodak Co. Ltd. and president designate of the Ontario Safety League; Rev. A. L. MacKay, Central Presbyterian Church, Hamilton; T. A. Rice, president, the Hamilton Health Association; G. R. Loftus, general manager, Industrial Accident Prevention Association and A. M. Gartshore, deputy registrar of motor vehicles services branch, Ontario Department of Transport, before the Friday luncheon.



Constable Ron Jones of the Hamilton Police Pipe Band, leads in the head table guests at the Saturday luncheon. →



Mrs. Austin Zoeller, chairman, Federated Women's Institutes of Ontario; Carl Laybourn, deputy commissioner, highway safety branch, Ontario Dept. of Transport; Mrs. L. G. McCague, president, Hamilton branch, Consumers' Association of Ontario.



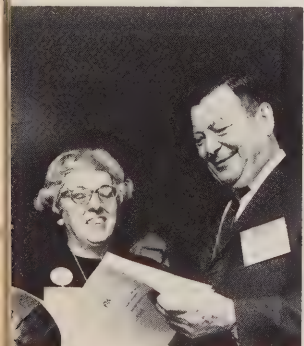
↑ Walter D. Follis (L), executive engineer, Ford Motor Co. of Canada Ltd., talks with two other representatives of the automobile industry; James G. Dykes, general manager of the Motor Vehicle Manufacturers Association, and Karl E. Scott, president of Ford Motor Co. of Canada Ltd.



The town of Burlington was well represented at the Workshops by town councillor J. R. Swanborough, (L); Ken Skerrett, Burlington chief of police; Mayor of Burlington George Harrington and deputy reeve Dave Coons.



◆ Pinning on his registration badge is Hon. George Kerr, the minister of Energy and Resources, who chaired the Saturday conference luncheon.



↑ Bernice Grant, president of the Hamilton Safety Council, and Jack Humphrey, secretary of the Insurance Bureau of Canada, look through the motorized snow vehicle act.



↓ The Hamilton Police Male Chorus, directed by W. H. Smith, put on a special performance for guests at the Thursday night buffet supper.

Will the New Point Zero Eight Law and the Breathalyzer Help Reduce Traffic Accidents?

Workshop #2

Just what effect will the federal government's new legislation on drinking and driving have in Ontario?

The optimistic aim of the new ruling to achieve a decrease in collision fatalities similar to that experienced in Britain under their breath-test law, some 15 percent during the first year the law was in force.

The panel of experts who assembled to discuss the workshop topic, "Will the new point zero eight law and the breathalyzer help reduce traffic accidents?" did not think our Canadian law would have as pro-

noted authority on drinking drivers pointed out, a person who is driving while under the influence of alcohol may often appear normal to a police officer, because of an "alarm reaction" which enables him to give a good performance of normality while under stress. The Breathalyzer test will help identify these individuals.

It was stressed that the new law is meant to be a deterrent—not a penalty. But, as Hamilton police chief Leonard Lawrence pointed out, it was the penalty aspect of the law that was causing most concern. . . . "People are more worried about losing their licences than losing their lives."

Shock More Likely If Victim Drinking

In Ontario, drinking drivers have an extremely high fatality rate. In 1968, 44.6 percent of the drivers killed in traffic collisions in this province had been drinking or had impaired ability. The prospects of a victim surviving an automobile crash are much higher if he has not been drinking. Dr. Havard told the audience. The likelihood of fatal shock is reduced and bleeding is minimized.

Peter McWilliams, an Oakville lawyer, presented in capsule form the problem that the new law is intended to combat when he gave the audience a summary of his findings from a study of the accident records for Halton county covering seven years.

Drinking drivers were found to have caused up to 40 percent of fatalities; and 30 percent or more of the collisions caused were of the serious multiple fatality kind. Over 37 percent of the deceased drivers had been drinking. Most were considerably above .08, and averaged about .16.

Alcohol is only eliminated from the bloodstream at a rate of .04 percent per hour . . . and panel member Judge T. L. McCombs of Wentworth County Court said that some people think the law should go all the way to prohibit an individual from driving a car after drinking. He noted that other forms of transportation—trains, trucking companies and airlines—have stringent rules governing the use of intoxicants by employees. ●



H. David Archibald, executive director, Alcoholism and Drug Addiction Research Foundation, Toronto, introduced Dr. Havard at the Thursday luncheon.

nounced an effect as the British one. But the majority predicted some reduction in collisions on Ontario roads.

Under the new law, it is a criminal offence to be in care or control of a motor vehicle if you have consumed enough alcohol to register a blood alcohol level of more than .08 percent on a breathalyzer. The grounds on which a police officer may detain a person suspected of committing an offense under the new legislation are exactly the same as those on which he may stop a person suspected of impaired driving . . . according to the wording of the act, this may be done. "on reasonable and probable grounds."

As Dr. John D. J. Havard, under-secretary of the British Medical Association and a



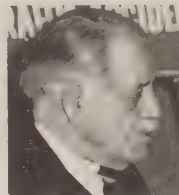
CHAIRMAN:
Lincoln M. Alexander, Q.C.
Barrister and Solicitor
and M.P. for Hamilton West



Dr. John D. J. Havard
Under-Secretary
British Medical Association
and Secretary
International Committee on
Alcohol and Traffic Safety
London, England



Douglas M. Lucas
Director
Centre of Forensic Sciences
Ontario Dept. of Justice



Judge T. L. McCombs
Senior Judge
Wentworth County Court
and Chairman
Hamilton Police Commission



Chief Constable
Leonard G. Lawrence
Hamilton Police Dept.



Peter K. McWilliams, Q.C.
Barrister and Solicitor
Oakville



Dr. Wolfgang Schmidt
Assoc. Director of Research
Alcoholism and Drug
Addiction
Research Foundation
Ontario Dept. of Health



Following the Thursday afternoon workshop, delegates continued to exchange views and information at a special buffet supper.



Adam Buck, President of Dominion Auto Accessories, Toronto, and chairman, Ontario section, Society of Automotive Engineers, looks over the program with Hon. Robert Welch, provincial secretary and minister of citizenship; and Roy Haeusler, chief engineer, automotive safety and security, Chrysler Corp., Detroit.



Walter Q. McNee, (R), deputy minister of the Department of Transport, talks with Right Reverend Walter E. Bagnall, bishop of Niagara, who said grace at the Thursday afternoon luncheon.

Engineering Highway Safety Through Road Construction, Traffic Control and Vehicle Design

Workshop #3

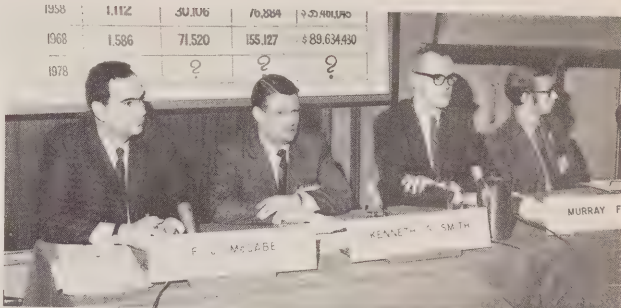


CHAIRMAN:
Ray J. Desjardins
Commissioner of Traffic
City of Hamilton

- In Ontario, our freeways are two to five times safer than arterial streets.
- Pedestrian accidents go way, way down when two-way streets are converted to one-way streets . . . in Hamilton an 80 per cent reduction of collisions involving pedestrians was effected on city streets which had been changed over to one-way traffic.
- There can be up to a 50 per cent reduction of collisions of

all kinds when parking is removed from arterial streets.

- One of the most important safety advances in the last ten years . . . was the introduction of motor vehicle safety standards, a common set of minimum specifications for manufacturers. There are 29 standards in effect. Of these 16 are concerned with keeping the driver out of a collision. Twelve are aimed at minimizing injury in the event of a collision, and one is intended to minimize the danger of engine fire.
- In our system of highway signs and directions in Ontario, we are moving more and more towards the European signing version — where instruction is given by sight, shape and color, rather than script.



Panelists at Workshop #3—E. J. McCabe, sr. project planning engineer, Ontario Dept. of Highways; Kenneth G. Smith, Proctor and Redfern Ltd. Consulting Engineers, Toronto; Murray F. Main, director of traffic engineering, Hamilton; J. R. Walshaw, asst. traffic engineer, Ontario Dept. of Transport.



L to R: George Lacy, director of engineering, Chrysler Canada Ltd.; Karl B. Raham, chief product engineer, American Motors (Can.) Ltd.; C. R. McMillen, Goodyear Tire and Rubber Co. of Canada; M. W. Roth, B. F. Goodrich Canada Ltd.

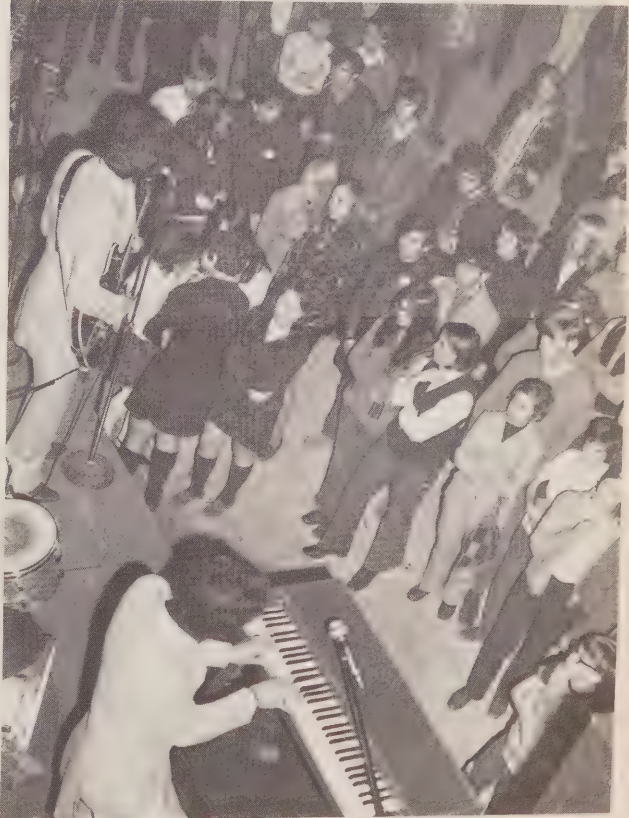
Speak-In and Spin-Out



A special youth session, the Road Safety Speak-in and Spin-out, held at the James St. Armoury, started off with a panel discussion, ended up with a dance featuring two live bands (see picture, far right). Members of the youth panel are Bruce Heayn, Queen's University; Catherine Adamson, York Mills C.I., Willowdale; Alan McIvor, University of Waterloo; Shirley Ann Surkan, McMaster University; Bill Somerville, Stamford C.I., Niagara Falls; Shirley Van Nuland, from Oakville.



The adult panel was made up of George Lacy, Chrysler Canada Ltd.; J. B. Humphrey, secretary, Insurance Bureau of Canada; W. R. Farquhar, traffic court justice of the peace, Hamilton; Lt. E. Skalinsky, Hamilton Police; W. J. McIntyre, and H. J. Aiken, Department of Transport.



Do Seat Belts Really Save Lives? If So, Why Don't People Wear Them?

Workshop #4

An Automotive Crash Unit was established two years ago at Queen's University, Kingston, to study collisions and their causes.

During the time it has been in operation, members of the unit have found that fully 35 percent of those who died in investigated collisions might still be alive today—if they had been wearing seat belts at the time of the fatal crash.

At the Hamilton Workshops, one whole afternoon was devoted to the problem of seat belt use, and how to promote it . . . a problem increasingly more urgent in the face of provincial collision and fatality rate.

A recent survey of drivers using the MacDonald-Cartier freeway revealed that 64 percent were not using their safety restraints. This was two percent higher than the result of a similar survey conducted on the same highway last July. And for those who only wear their seat belts while driving on the highway, the experts on the panel had a startling piece of information . . . fully 70 percent of collisions that kill and maim occur at under 40 mph.

The onus is no longer on the manufacturer, stressed William A. Woodcock, director of engineering for General Motors of Canada.

"I'm frequently challenged that if cars were provided with crush-characteristics, there would be no need for seat belts. These people have a completely wrong idea of what happens on impact," said Mr. Woodcock.

What happens on impact is that the car stops—but the unrestrained occupant continues to move forward at the same speed as he was previous to the crash, striking objects in his path.

Some good suggestions were put forward by the audience for the promotion of seat belt use. Dr. William R. Ghent, chief surgeon at Hotel Dieu Hospital in Kingston, and a panel member at the seat-belt workshop, suggested insurance companies might consider reducing damage claims awarded to collision victims who neglect to wear seat belts, since they contribute to their own injuries.

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Traffic Safety Education—How Important Is It?

Workshop #5

The subject was "Traffic safety education—how important is it?"—but the focal point of this Saturday morning workshop was driver education in secondary schools.

Panel member Keith Wallace, a long-time driver education instructor and head of the history department at Oakville's Thomas A. Blakelock High School, told audience members that driver education as it is now, is only conducted on a "token" basis.

He said that last year 100,000 teenagers reached the driving age of 16. Of these, 22,000 took advantage of a driver education course offered in 450 of the

province's 550 high schools.

"This means that one-fifth of the high school students are taking driver education in courses offered in four-fifths of the schools."

He suggested that driver education be made compulsory, saying, "if the program is worthwhile, it should be made available to every student who might get behind the wheel of a car. If a child is not going to stay alive long enough to use what he is learning, then why teach him anything?"

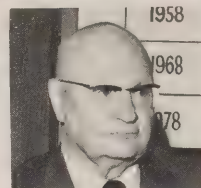
"For this reason, I can show greater justification for compulsory driver education than any academic subject in the high schools of this province."



CHAIRMAN:
Dr. Eric O'F. Campbell
Medical Director
Traffic Injury Research
Foundation of Canada
Ottawa



Dr. F. L. Lawson
Chairman, Committee on
Accidental Injuries
Ontario Medical Assoc.,
Cobourg



Walter D. Follis
Executive Engineer
Ford Motor Co. of Canada



William A. Woodcock
Director of Engineering
General Motors of Can. Ltd.



Miss Margaret Phipps
Dept. of Psychiatry
St. Joseph's Hospital
London



Roy C. Haessler
Chief Engineer, Automotive
Safety and Security
Chrysler Corporation
Detroit



Dr. William R. Ghent
Chief of Surgery
Hotel Dieu Hospital and
Assoc. Professor of Surgery
Faculty of Medicine
Queen's University
Kingston



The panel for Workshop #5: E. A. Hudson, principal, Franklin Rd. public school, Hamilton; Lawrence Paquet, teacher, Immaculate Heart of Mary separate school, Winona; Constable H. Artinian, traffic safety officer, St. Catharines Police; Keith Wallace, teacher, Thomas A. Blakelock high school, Oakville; D. H. Lynn, teacher, Kernahan Park Secondary School, St. Catharines; panel chairman C. J. Ramsay, superintendent of planning and academic administration, Wentworth County Board of Education.



Karl Davidson, assoc. superintendent, Brant County Board of Education; Alfred Oakie, managing director, Hamilton Automobile Club; Frank Herbert, moderator, "Safety Clinic", CBC, Toronto; Fred Ellis, general manager, Ontario Safety League, Toronto.



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Hon. Irwin Haskett, Minister.
Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.
Pat Michener, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.

Focus on Traffic Planning At April Conference

The job of planning or improving the traffic system of a town or city is becoming increasingly complex. It's a relatively new science, and the fund of knowledge about it grows year by year.

To keep those concerned with traffic systems in touch with the

March 30 to April 17.

The bi-part seminar includes an enforcement course specially for police officers responsible for the supervision and planning of traffic programs. The traffic control course is designed for municipal and county engineers, traffic analysts, and planners to provide a knowledge of the basic principles and techniques of traffic operation and planning as related to municipality needs.

Director of the course will be Professor H. M. Edwards, M.S., C.E., associate professor of civil engineering at Queen's University, Kingston. Queen's is one of a few Canadian universities to offer the option of traffic engineering to students in civil engineering courses.

The course committee for the 1970 OTC training courses is made up by Chief D. T. Crosbie, course chairman, of the Belleville Police Department; Inspector M. Coulis, Metro Toronto Police; E. S. Wiley, director of the traffic engineering department of the city of Windsor; M. S. Stevens, manager of traffic engineering, Ontario Department of Transport; E. G. Hunsperger, and R. Fruin, instructors at the Aylmer Ontario Police College. •



Aurora Safety Council took top prize in the Ontario Safety Awards with an imaginative summer recreation program for pre-school children. They'll go on to compete for the Carol Lane awards, to be announced in May.

Ambitious Safety Program Wins Top Award for Aurora

An original summer recreation program to teach pre-schoolers the basics of safety has carried off top award in the Ontario Safety Awards.

The Aurora Safety Council won over nine other entrants to take first prize of \$100 in this annual contest for organizations made up wholly or in part by women, administered by the Canada Safety Council and sponsored by Shell Canada Limited. Their entry now becomes a contender for one of the three national Carol Lane awards with a value of \$250, \$150 and \$75 plus the Carol Lane trophy and plaque, which will be awarded at the Canada Safety Council conference, May 25-27 in Fredericton.

Second place on the provincial level was taken by the Thunder Bay Safety Council and Kingston Safety Council came third.

The Aurora Safety Council project was divided into three categories: pre-school, secondary school and adult education. Judges found the originality and organization of the council's pre-school program of particular merit. Teenage volunteers from

the community, under the guidance of a council committee, spent two summers instructing children three to five in all aspects of safety—home, playground and traffic. The program included special stories designed to teach pre-schoolers, hand-made posters and special events such as an outing by bus to a local park, a tricycle rodeo and parade.

The newly formed Thunder Bay Safety Council receives \$50 for the many varied community safety projects carried out since their formation in Spring of 1969 . . . the sponsorship of defensive driving courses, and a safe driver competition for national safe driving week; extensive distribution of safety releases to local news media; promotion of child safety week and the endorsement of a local baby sitter's training course; and television interviews promoting pedestrian and driver safety.

Kingston Safety Council took the third place award of \$25 for their extensive community safety projects, which included the sponsorship of a traffic safety education program and a successful campaign to obtain a harbor safety patrol. •



Professor H. M. Edwards, M.S., C.E., will direct the three-week course.

newest developments and to impart basic knowledge, the Ontario Traffic Conference, for the past 16 years, has conducted annual traffic training courses. This year, the three-week course will be held at the Ontario Police College in Aylmer, Ontario, from



CHILD SAFETY WEEK -- MAY 3-9

28,000 Trained for Safety By Hamilton Police



For 14 years now Lt. Ed Skalinsky of the Hamilton Police Force has been teaching driver safety. Over this time span more than 28,000 have taken the driver training courses offered by Hamilton Police.

Three famous last sad words most often heard after a traffic collision . . . "I should have," or: "I didn't know."

Over the past 14 years, Hamilton Police have probably spared a lot of drivers this kind of regret. It's been that long since they initiated their first driver training program, aimed at 16-year-olds. Now more than 28,000 drivers and would-be-drivers have passed through highway safety courses conducted by Hamilton police . . . bright-eyed beginners, experienced drivers, patrol car officers and veteran trucks.

The man in charge of driver training for the Hamilton Police force is Lieutenant Ed Skalinsky. What used to be part of his regular duties has blossomed into a full-time job, one that he enjoys a great deal. He started teaching in 1956, when Hamilton chief of police L. G. Lawrence decided to set up a driver training course for 16-year-old beginning drivers.

At that time the signature of the police chief was required on the learning permit of every youngster of 16. Chief Lawrence made the stipulation that a signature could not be obtained unless the young person had attended a police driver training course which consisted of two three-hour sessions.

When the law requiring the signature of the chief of police was rescinded in 1969, Chief Lawrence hoped that somehow the course might be continued. An arrangement was made with the Ontario Department of Transport whereby Hamilton Police were forwarded a list of

the names, addresses and ages of those who had applied for their driver's licence.

All these people are now sent a letter offering them the opportunity to attend Hamilton Police beginner's courses. Of the 16-year-old beginning drivers, some



"Crash helmets" helped set the mood for a talk on safety when Provincial Constable Jerry Larose visited this little group of 3-5 year-olds at the Pixie nursery school in Kapuskasing last January.

Traffic Safety Roundup

KITCHENER — This city has printed some 10,000 copies of a little red book that will help residents to become better acquainted with basic traffic regulations. The book will be available free of charge to the public. It's intended to serve two purposes, says John Webster,

70 per cent still attend. Their parents often accompany them. Some fathers, says Lt. Skalinsky, are chagrined to find their sons rate higher marks than they do on the final test.

Another group is made up of beginners ranging from 17 to 70 years old. Called the "volunteer class", they comprise 35 per cent of all other beginning drivers who apply for their licences at Hamilton Department of Transport installations.

The Hamilton Police Force practices what it preaches. Recently, Lt. Skalinsky undertook a driver re-evaluation of 429 police officers on the force. They were given a thorough, eight-hour session in defensive driving techniques; an eye examination; a complex 50-question test out of which they had to score 90 per cent in order to pass; and a 9½ mile driving test on city streets.

Those who passed the test were given an official "police officers driver's licence" . . . and they are not allowed to drive police vehicles without having this card in their possession. "The year following the re-evaluation, police collisions decreased by nine per cent,

even though mileage for the total force increased by 36,000 miles over the previous year," says Lt. Skalinsky.

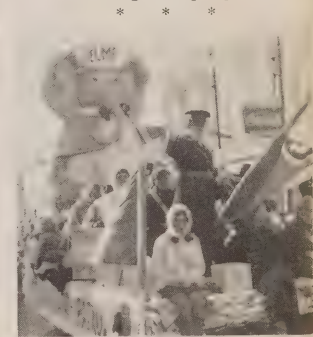
Hamilton Police also conduct a "violation's clinic", comprised of drivers referred to them by traffic court judges. Over the years, 3,000 people have attended the clinic.

Hamilton Police are now mid-way in another ambitious driver training program. At the request of the mayor and board of control of Hamilton, they are giving a classroom refresher course to 1500 civic employees who drive city vehicles—fire truck drivers, operators of bulldozers and lifts. Hamilton's Dominion Foundry and Steel Company also took advantage of police courses recently to give a refresher course to 65 industrial drivers. This service has also been requested by United Gas and Fuel of Hamilton, and next April Lt. Skalinsky will be conducting a course for 450 of their drivers.

"Ignorance of traffic laws is one of the biggest factors in accidents," says Lt. Skalinsky.

"Those who take our course will come out of the classroom knowing a lot more than they did when they came in."

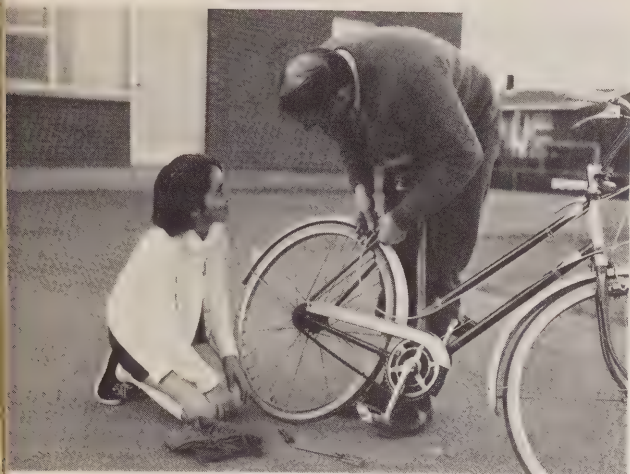
BURLINGTON — Burlington Kinsmen raised more than \$4,000 to build a "safety village" for this city's seven and eight year-olds. It will become operational this spring, complete with miniature traffic lights and signs and some ten small electrically operated cars which will travel from school to school in a trailer. Burlington police safety officer Peter Bromley will be administering the program.



BARRIE — Over 350 students took part in building this king-size Elmer float which took top prize in Barrie's Santa Claus parade. The Kinsmen Club of Barrie supplied materials, students from Georgian College fashioned the 9' Elmer to decorate the float which promoted student safety patrols in this city.

traffic engineering supervisor. Beside informing residents of basic traffic regulations, it will tell them about regulations governing the crosswalks which will be set up in the city later this year.

PERTH — Perth County Safety Council has a new president, and for the first time a woman has been elected to head up this organization. Mrs. Michael J. Connolly, Mitchell, Ontario, hopes to stress farm safety during her two-year term of office.



Bicycle season is coming . . . and this father checks out his youngster's bicycle to make sure brakes, steering and tires are in safe mechanical condition.

"Bicycle Season" Means Extra Caution for Motorists

Bikes and tricycles will soon be re-appearing on city streets and sidewalks with the advent of warm weather.

Watch out for young cyclists, especially during the spring school holiday, March 21-30, this year. They'll be a little wobbly after not using their bicycles all winter and many of them will be inexperienced earners.

Parents of bicyclists should make sure their youngster's bike is in good mechanical condition . . . good brakes, steering and tires. If the bicycle is used after dark, it must also be equipped with a white or amber front light, a red reflector or light on the rear, red reflective material at least 10 inches long and one inch wide on the back fender, and white reflective material at least 10 inches long and one inch wide on the front forks.

If you're buying a bicycle for your youngster, don't make the mistake of buying him one he must "grow up to". A bicycle too big for a small child is a real accident hazard. It's easier for a youngster to accommodate himself to a small bicycle than to try to handle one that is too large.

Does your child know the bicycle "rules of the road"? These tips will help him to be a safer cyclist.

Obey all traffic laws, signs and lights.

Signal turns and stops with the proper signals with the

left arm out and up for a right turn . . . out straight for a left turn . . . out and down for a stop.

3. After signalling, return your left hand to the handle bar promptly . . . and keep both hands on the handle bars.
4. Ride in single file, close to the curb.
5. At busy intersections, stop at the curb, get off your bike and walk it across. At stop lights, walk your bike across only on the green signal.
6. Walk your bike when you're on a sidewalk. Only very small children with sidewalk bikes may use the walks for riding.
7. Carry parcels in a carrier . . . not in your hand.
8. A regulation bike is for one rider . . . no passengers allowed.

Coming events

March 24 — Halton County school bus seminar, Oakville, Ont.

April 6 & 7 — Annual Conference, Industrial Accident Prevention Association, Royal York Hotel, Toronto.

April 6-10 and April 27 to May 1 — Ontario Safety League courses for driving instructors, 208 King St. W., Toronto.

May 25-27 — Canada Safety Council annual conference, Fredericton, N.B.

Readers' Notes:

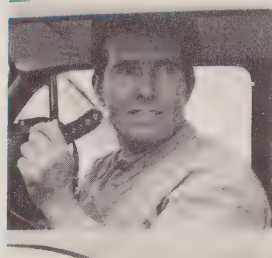
Dear Sir:

After a serious accident in June 1968, during a sports car race at Harewood, Ontario (a wheel fell off my car and it flipped over seven or eight times) I ended up spending four weeks in the hospital, but thanks to seatbelts, which are compulsory in motorsport events, I was able to survive the crash although my car was a total loss. Ever since this incident I have been convinced that seat belts do save lives and I have worn mine religiously. On June 5th I attended the "Seatbelt Seminar" at the Westbury Hotel, not knowing at that time that a few months later seatbelts would once again save my life.

On October 28th, on a business trip, a colleague and I were involved in a collision with a transport truck near Fairbanks, Alaska. Our car flipped several times and my colleague (who was driving) died of internal injuries an hour and a half later while pinned in the car. He also wore seatbelts but we were just too far away from medical help to save him. Luckily I walked away with only minor scratches. If you could see the car—you wouldn't believe it! This is why I am convinced once more that the lap and shoulder type combination seatbelts certainly do save lives.

Among our group of motorsport enthusiasts, seatbelts are respected!

Klaus Bartels,
President.
Deutscher Automobile Club



Editor's Note: Race fans throughout Ontario will remember Klaus Bartels as a veteran sedan and rally driver. He's competed in such events as the Shell 4000, the Sundown Grand Prix and Ontario Class Championships. Mr. Bartels has won 175 awards in racing, hill-climbs and rally competitions during his racing career. He is married, with two children.

Dear Sir:

Mr. R. W. J. Moore, deputy engineer, town of Oakville, was involved in a collision at the intersection of Morden Road and Rebecca Street, Oakville, on December 4. Another car came through the Stop sign and struck his car on the driver's side. Mr. Moore's car then went 68 feet to collide head-on with a tree.

He suffered a fractured hip and head and knee lacerations, and luckily he was wearing his seatbelt, or the accident could have been much worse. He is still recuperating at home. Seatbelts do save lives!

Gail Hill, Secretary
The Corporation of the
Town of Oakville

Ontario Traffic Safety would like to express a special "thank you" to the many readers who write in to give us safety suggestions and news during the year. We appreciate and welcome your letters. Correspondence should be directed to: Ontario Traffic Safety, Highway Safety Branch, Department of Transport, Ferguson Block, Queen's Park, Toronto 182.

Driver Training 'Experiment' Flourishes in York Borough



York Borough Board of Education puts a strong emphasis on driver education. Here William Fraser, (L), superintendent of program and assistant superintendent David Phillips look over the outline of the driver education course offered in the summer school curriculum.

How important is driver education?

Some people think it deserves a very high priority among skills taught in Ontario schools. Their reasoning: "of all the subjects taught by our high schools, driver education is one that can possibly save lives."

It's this philosophy which has led Metro Toronto's York Borough Board of Education to institute an ambitious and constantly expanding program of driver education which is offered not only to all its high school students but the general public as well.

Weston Collegiate, one of the schools of the York Borough system, was the first high school

in Metropolitan Toronto to introduce a driver education program in 1955. They took their example from the Kitchener-Waterloo Collegiate and Vocational School, where a driver education program had been flourishing since 1948. Weston Collegiate suffered through its own experimental stage . . . including trainer cars not equipped with dual brakes, which often took driver instructors and students on unscheduled trips across front lawns and driveways . . . but the "transplant" survived and grew.

William W. Fraser, superintendent of program for the Board of Education, now points with pride to an educational program which gives driver instruction strong emphasis. All six secondary schools under the jurisdiction of the Board of Education offer driver instruction.

It's not just high school students who benefit from this driver education program. Driver training has been fully incorporated into night-school courses. The public can take advantage of a learner's course, or an advanced defensive driv-

ing course offered at York Humber high school twice during the school year. A beginner's driving course is also offered in a summer school program.

A special kind of driver instruction course has attracted many participants during the past four years. This is an advanced tractor-trailer commercial vehicle driving course, which was started by superintendent of program Bill Fraser. Offered to straight-truck drivers who want to upgrade their skills,

it features in-class instruction, taught by Board of Education teachers and behind-the-wheel practice sessions, taught by the Automotive Transport Association of Ontario.

It took a lot of time, energy and enthusiasm to set up this extensive driver education program. York Borough Board of Education considers it time well-invested. Their reasoning: "if we can save one life, prevent one accident, this program has done its job."

British Experience Shows "Drink & Drive" Law Works

In October of 1967, Britain introduced new legislation aimed at getting drinking drivers off the highways and reducing a frightening annual toll of collision fatalities.

Two and a half years later, evidence shows that the "drink and drive" legislation experiment is still working—and working well.

Taking a backward view over the past two years, British Transport Minister Fred Mulley said there have been 22,000 fewer deaths and serious injuries since the introduction of the act.

"In the first year after the introduction of the drink and drive legislation, casualties fell by 10 per cent. In the second year (October 1968 to September 1969) these gains have been virtually held. The total number of casualties is still ten per cent lower than the year before the legislation came into force."

Mr. Mulley said that deaths and serious injuries were three per cent higher in the second year of the Act's operation than in the first, but that this increase was roughly in line with the increase in traffic on British roads. These figures were still down nine per cent from the year before legislation was introduced.

Significant is the fact that in both years about 70 per cent of the savings were achieved between 10 p.m. and 4 a.m., the time when drinking and driving is likely to be at its worst.

In case any further proof was needed of the effectiveness of these provisions of the Road Safety Act, post-mortem figures of the blood-alcohol level of drivers who died within 12 hours of a collision show a 13 per cent decrease in the number of drivers found to have higher than point zero eight blood-alcohol concentration.

Canada's new legislation on drinking drivers, introduced on December 1, is hoped to achieve similar results for this country.

Special Reward For Safety Patrollers

For young safety patrollers who've done an extra good job during the school year, there's a big reward in store.

Police officers are once again selecting top patrollers to attend the National School Safety Patrollers' Jamboree, to be held May 22-24 in Ottawa. This is the tenth jamboree to be conducted by the Canadian Automobile Association in cooperation with police safety officers throughout Canada.

The cost of the trip for individual patrollers, \$30 plus transportation, is picked up by motor clubs, police departments, school boards and service clubs from their home towns. The youngsters will be staying at Carleton University and touring the city of Ottawa during their three-day trip.

Car Tips . . .

Here's a time-tested cleanser that will help you get rid of bugs, grime and salt on your windshield . . . baking soda. Use a damp cloth or sponge to rub dry soda onto the windshield and lights, rinse off with fresh water. Soda delivers the scour power needed to cope with stubborn dirt, yet won't scratch up glass.



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Hon. Irwin Haskett, Minister.

Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.
Pat Michener, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.

May Seminar to Probe Medical Aspects of Driving

A special seminar to discuss the relationship between medical and psychiatric impairment and the safe operation of a motor vehicle will be held in Toronto on May 1 and 2 under the sponsorship of the Ontario Department of Transport.

Transport Minister Irwin Haskett said: "This is one aspect of safe driving that deserves more intense study, discussion and consideration so that any areas of action that could achieve greater safety for all road-users can be more clearly defined."

Physicians, surgeons, psychiatrists, judges, lawyers, motor vehicle and safety administrators, and other individuals concerned with the medical aspects of safe driving will be attending the two-day conference at the Westbury Hotel.

Delegates will discuss defective vision, medical impairment, psy-

chiatric disorders, alcoholism and drug dependence as they relate to driving ability.

The objectives of the seminar are to review existing procedures and standards . . . to develop recommendations aimed at identifying drivers with physical and mental deficiencies . . . and to establish levels of medical fitness related to driving competence in line with today's medical opinion.

The seminar should also develop proposals for solving problems involved in detecting and evaluating physical and mental deficiencies and reporting them to licensing authorities.

In addition, delegates will be asked to review the role of medical advisory boards as related to driver licensing authorities, and develop a consensus on the most urgent line of research into the medical aspects of driver capability.

Road Death Totals Up, Death-Mile Rate Constant

Last year 1,683 people died in traffic collisions in Ontario, an increase of 97 or 6.1 percent over the year 1968 . . . but still less than the record 1,719 killed in 1967.

Due to the greatly increased number of miles travelled in the province, the death rate per 100 million vehicle miles travelled remained the same in 1969 as 1968 — at 5.9.

This compares very favorably with a rate for all Canada of 7.6 fatalities per 100 million vehicle miles travelled and a rate of 8.6 for the other nine provinces.

In 1969 personal injuries rose by 5.1 percent to 74,902. Fatal collisions increased 4.7 percent to 1,410. Property damage jumped 16.3 percent, to \$104,237,466 from \$89,634,430.

There was a 2.9 percent increase in the number of vehicles registered in the province, bringing the total up to 2,946,992.

Young people in the 20-24 age category had the highest fatality rate in collisions. The statistics also show that 7.8 percent of all

New Division to Reflect Expanding Transport Role

The Ontario Department of Transport has been re-organized into two divisions — the Registrar's Division and the Transportation Division — in order to meet new transportation challenges during the years ahead.

The Registrar's Division is basically the former Department of Transport, and groups together a number of related responsibilities in the field of private and commercial road transportation.

The Transportation Division is to be responsible for expressing the Province's interests in those areas which are regarded as being constitutionally under the jurisdiction of the Federal Government . . . but which are also economically and socially of vital

concern to Ontario and the well-being of its citizens, such as rail and air services.

The Transportation Division was formed from the base of two existing branches — the Transportation Studies Branch and the Legal Branch. It will consist of four branches: the Engineering Research Branch, the Engineering Operations Branch, the Economic Analysis Branch and the Legal Branch.

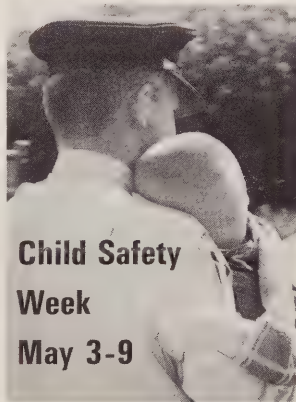
This division will also assist the Registrar's Division in the development of driver improvement, vehicle safety and highway safety programs.

Though the creation of the new Transportation Division is an important step forward, motor vehicle administrations remains the primary responsibility of the Department, Mr. Haskett stated.

"We are still faced with a variety of complex and difficult administrative problems created by over 3,000,000 licenced drivers operating almost 3,000,000 vehicles over a staggering total of 28 billion miles every year. And with a net increase in the driver population of almost 120,000 a year and, in the vehicle population, of about 100,000 a year it is most likely that these problems will continue to expand in the future."

Head of the Registrar's Division is Robert H. Humphries, Registrar of Motor Vehicles and a lawyer and career civil servant who has worked for the Province for more than 30 years.

Acting Executive Director of the Transportation Division is David M. Duncan, Q.C., who practised law in Hamilton for 13 years before joining the Department of Transport as senior solicitor and Director of the Legal Branch in 1963.



**Child Safety
Week
May 3-9**

— photo by Ed Strome

drivers involved in non-fatal collisions had been drinking, while the percentage in fatal collisions was 25.2.

Saturday was the worst day of the week for fatal accidents, Tuesday the safest.

Single car collisions increased appreciably, from 27,008 in 1968 to 34,409 in 1969. Collisions with animals on the roadways also went up in 1969, rising from 930 in 1968 to 1,658.

April 30 is the last day you can legally drive with studded tires on your car in Ontario.

Don't forget to retire — after this date, driving with studded tires could cost you \$20 to \$100 in fines.

Local School Bus Seminars Tackle Safety Hazards



An interested audience gathers round as Sgt. D. Robson and Const. Peter Campbell, both in accident prevention work with the O.P.P., get down on their knees at a school bus seminar in Oakville to show how they teach youngsters rules of school bus safety.

Transporting some 60 exuberant youngsters to and from school every day is a job that really demands an extra pair of arms, eyes in the back of your head, nerves of steel and limitless powers of concentration.

New Pamphlet Gives Tips on "Trailerling"

If you're planning on taking a new boat and trailer out on the road for the first time this summer, the Department of Transport has a new folder specially designed for you.

"Trailer-wise", a guide to the legal and safe operation of trailers in Ontario for passenger car owners, will give you information on laws governing trailer operation, plus useful tips on driving techniques, loading and care and maintenance for your car and trailer.

The new folder is available free from: The Highway Safety Branch, Department of Transport, Ferguson Block, Parliament Buildings, Queen's Park, Toronto 182, Ontario.

Coming events

May 1-2 — seminar on the medical aspects of safe driving, sponsored by the Ontario Department of Transport, Westbury Hotel, Toronto.

May 25-27 — Canada Safety Council annual conference, Fredericton, N.B.

But because school bus drivers in Ontario are average people handling the highly responsible job of transporting school children safely through busy traffic, problems do arise.

In 1965, the Ontario Department of Transport held an experimental seminar for school bus drivers in the Sudbury area, to see if these problems could be clarified and perhaps solved through free discussion. Some 250 people attended. The results were proclaimed highly successful.

The Sudbury experiment provided the impetus for a continuing series of seminars conducted during the years, attracting many school bus operators and drivers, school principals and school board members throughout different areas of Ontario.

The purpose of these seminars is threefold. They are intended to develop a degree of uniformity in operation under existing legislation in Ontario — to help school bus operators interpret the law and deal with any problems that may arise from it. It is hoped that they will help to establish communication between bus drivers, school boards and principals. The promotion of school bus patrols is another very important objective, since the patrols have in more than one instance saved lives and they are invaluable to bus drivers in maintaining discipline.

During the past school year alone the Department of Transport has conducted 12 seminars, at Oakville, Ancaster, St. Thom-

as, South River, Prescott, North Bay, Flesherton, Walkerton, Strathroy, Bell's Corners, Ottawa and Perth.

The Ontario Provincial Police also conduct many night seminars for school bus drivers. Ontario Department of Transport seminars are held on one day, usually a Saturday, in school auditoriums or community halls. An average attendance of 150 at these Saturday sessions speaks volumes about the dedication and interest of local school bus drivers, operators and school principals.

There is no fee for these Department of Transport-sponsored meetings. They are usually requested by individual school boards. Beside school bus drivers, those attending include principals, members of the school board, provincial and municipal police and representatives from the highway safety branch, driver licensing branch, vehicle inspection and highway carriers branches of the Department of Transport. A panel format allows for free discussion of questions

and opinions on laws regulating school buses, school bus safety, and many other topics.

More and more women are becoming school bus drivers in Ontario; following fast on the heels of a trend in the United States which has seen the job of driving school buses almost entirely taken over by women. Some 30 percent of those attending the seminars are women, and it has been noted that in many instances they have fewer discipline problems than men.

While school bus drivers are busy working out the best way to take care of their young charges, the school children themselves must be taught good bus manners. Excellent work in this area is done by the Ontario Provincial Police. The Department of Transport helps out as well. Accident prevention organizers from the highway safety branch of the Department of Transport regularly visit schools throughout the province, helping to instruct students in this important element of passenger safety.

New Expanded Services For Whitby-Oshawa Area



Transport minister Irwin Haskett cuts the ribbon to formally open the new Department of Transport centre serving the Whitby-Oshawa area. Lending a helping hand are Mayor of Oshawa Bruce Mackey (L), Ontario South MPP William Newman, Mayor of Whitby Desmond Newman and Robert Timbers, warden of Ontario county.

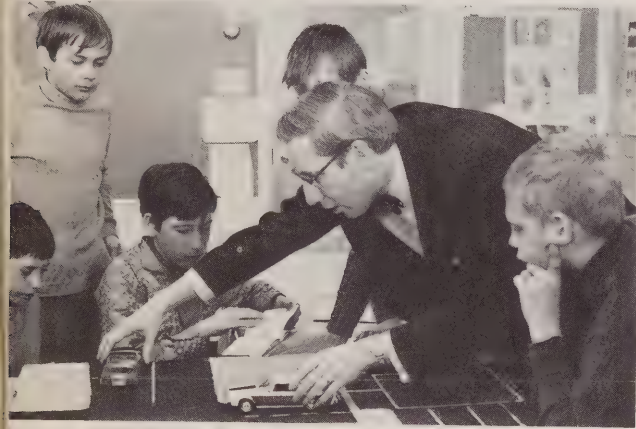
The Whitby-Oshawa area has experienced rapid growth over the past few years, both in residential population and in commercial and industrial enterprises.

In recognition of the demand for expanded services in this fast-growing area, the Department of Transport recently opened a brand new building intended to offer a full range of services to the motoring public.

Hon. Irwin Haskett, minister of Transport, cut the ribbon in a formal ceremony to open the new

offices located on Thornton Road South in Oshawa on March 17. In addition to distributing motor vehicle licence plates and examining applicants for driver's licences, this Centre will supply a wide range of other services — inspecting vehicles for safe mechanical condition; processing claims against the Motor Vehicle Accident Claims Fund; issuing special permits for over-size and overweight vehicles and granting temporary drivers' licences.

Car Club Gives Pre-Teens A Headstart on Auto Safety



Teacher Bob Hessell and young members of the "Elginburg Auto Safety Club" use the "Driver's Handbook" to check out who gets the right of way in this simulated driving situation.

Too old for Elmer . . . too young for driver instruction. How can you keep pre-teens and young teenagers tuned in to safety?

In the small town of Elginburg, nearby the city of Kingston, an inventive grade school teacher has come up with a good way of teaching students in those "in between" years.

Bob Hessell, an upper grades

teacher at Elginburg Public School, decided to capitalize on the natural interest his older boys had in cars to teach the basics of safety when he formed the "Elginburg Auto Safety Club" a year ago last January. During the past school year, this small group of 24 young car enthusiasts from grades six to eight has been holding bi-monthly lunch meetings to talk about cars and

the rules of safe driving, using a miniature range and model cars to bring actual driving situations alive.

"The club teaches you responsibility," says one young member. "It gives you an idea of what it's actually like to drive."

Teacher Bob Hessell is a long-time car buff who enjoys rally driving. He felt there was a real need for some kind of safety instruction for youngsters in grades six to eight . . . "These are probably the most influential years."

"This club is just fun for the boys now. They don't know it, but they're moving in the right direction."

The group has discussed the "Driver's Handbook", viewed a safety film and listened to talks by safety officer Ray Miller, Kingston O.P.P., and Murray Rowe, an accident prevention organizer with the Ontario Department of Transport. But the real secret of keeping interest high, says Mr. Hessell, is to give the students "something tangible they can manipulate."

Thus when the club recommenced last fall, the members made a decision to buy and build their own model cars. Jointly, they purchased a steerable model car and then drew up a "driving range" with painted-in streets and intersections on a 3' by 4' sheet of cardboard. Using their model cars, they can simulate the basic driving techniques they'll

be putting into practice a few years later using real cars.

A model car contest emphasizing safety features ("no 'foolish' decals . . . we checked items such as rear-view mirrors, windshield wipers . . .," says Mr. Hessell,) was recently conducted by the club.

Students also "safety-checked" the cars of staff members — several failed to pass the grade. In an experimental winter driving test, the boys compiled data on braking distance using a 1,600 lb. compact car and a 3,000 lb. domestic car on dry pavement, snow pack and rough ice.

With exams coming up, the club has now adjourned until next fall, but not before Mr. Hessell administered a stiff test by which members could qualify for their "licences". Based on attendance, the rating of their model cars, a written test and one manoeuvre on the driving range, the licence was a hard-won prize for seven out of the 24 boys.

Some activities are still projected during the remaining school year, including a bicycle safety check and a tour of O.P.P. headquarters.

As a tangible reminder of the club and the lessons in safety he has learned, each boy carries away with him a green-and-gold crest, specially designed and ordered for club members by Mr. Hessell.

CBC's "Safety Clinic" Goes Into 24th Year

Frank Herbert, the host of CBL-radio's "Safety Clinic", just happened to be looking out the window one day when he saw a yellow CBC staffer struck down by a car in the middle of Jarvis street.

Three months later, the conalescent was occupying the safety Clinic hot-seat and trying to explain to a radio audience of some 23,000 exactly how he had managed to get into the path of an oncoming automobile.

"Anything that nails safety to the mast is our meat," Frank Herbert explains this episode from his ten-year career as a moderator of Safety Clinic. This thirty, five-minute short usually features one or more guests and passes along safety hints and techniques to CBL listeners in Ontario as part of the Elwood Glover show at 5:37 p.m. every Friday.

"Safety Clinic" is almost a venerable institution on CBC

radio. It's been a regular feature for 24 years now, ever since it was first started by the late Reid Forsee, a veteran CBC producer of public affairs programs. It was a time when people were just starting to become aware of the need for accident prevention measures.

The need is more urgent than ever, says Frank Herbert, a self-confessed, "safety nut". To make CBC listeners aware of safety, and the role it must play in their lives, he's interviewed doctors, garage mechanics, ministers, sports car drivers, safety authorities and ambulance drivers.

He introduced CBL listeners to the breathalyzer on his program, and to the "stressalyzer", a little-known machine that tests individual reactions to road situations. The subject can range from a discussion on the merits of sealed-beam headlights to the stories of people involved in near-fatal automobile collisions.



Moderator Frank Herbert (L) talks about highway illumination and safety with Max Strang and B. N. Clarkson, guest experts from Phillips Electronics.

Safety Clinic deals with all aspects of safety. Most of the programs, however, focus on traffic safety — "That's our biggest problem," says Mr. Herbert. He stresses that his air time is open to anyone who has something to say about safety, if their message is a good one.

Safety Clinic is administered with somewhat the same philosophy as a dose of pills, says Mr. Herbert, and brevity is the key to

its success. "It has to be as pithy or as punchy as possible. You have to get to people before they tire of you." He hopes that Safety Clinic may have the effect of making people react instinctively, should an emergency arise.

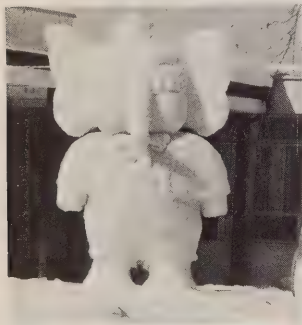
"Right now," he says with a smile, "we just scatter our safety messages like the farmers do their grain, and hope that in time something may sprout."



AURORA SAFETY COUNCIL took top honours in the provincial Carol Lane awards program for safety projects undertaken in 1969 with an original summer recreation and safety program for pre-schoolers. Awards were presented at a luncheon in Toronto, March 18. Shown above are: R. L. Christie, president of the Ontario Safety League and president of Canadian Kodak; Mrs. J. Henry, representing the third-prize winner, Kingston Safety Council; G. J. Kappler, Ontario retail sales manager, Shell Canada; Mrs. D. Chambers, president of the second-prize winning Thunder Bay Safety Council; and R. Kuehl, chairman of the Aurora Safety Council.

Traffic Safety Roundup

MOUNT FOREST — An icy Elmer took top prize for the Mount Forest District high school on February 14 when awards were given for this town's winter carnival snow sculpture contest. Constructed by grade 12 students, the safety elephant stood about 20' high. The young sculptors won a 200-mile round trip, donated by a local busline.



GANANOQUE — Lions Clubs in seven cities are working together to support and set up a school bus safety program for the united counties of Leeds and Grenville. Gananoque, Kemptville, Merrickville, Athens, Elgin, Westport and Brockville Lions clubs are each contributing \$100 to outfit patrollers on 177 buses carrying kindergarten and elementary school pupils to school in this area. All training contacts will be made by O.P.P. safety officers Gordon Quinn, Brockville, and Robert Hayward, Prescott.

OWEN SOUND — Sgt. George Lyons of the Owen Sound city police is using the "red carpet treatment" to teach youngsters in this city the basics of safety. Using strips of ozite carpet painted with sidewalks, crossings and traffic arrows, plus model cars, he can quickly set up a realistic traffic situation. Cooperators Insurance Association in Owen Sound recently donated a set of stoplights to add extra authenticity to the safety game. The youngsters take turns at walking along the carpet, demonstrating good pedestrian and bicycle safety habits.



Singing Medians Keep You on the Straight & Narrow

Motorists who hear a buzzing in their ears when they wander a little left of centre on some sections of Ontario highways are

getting an audible warning they could be heading for trouble.

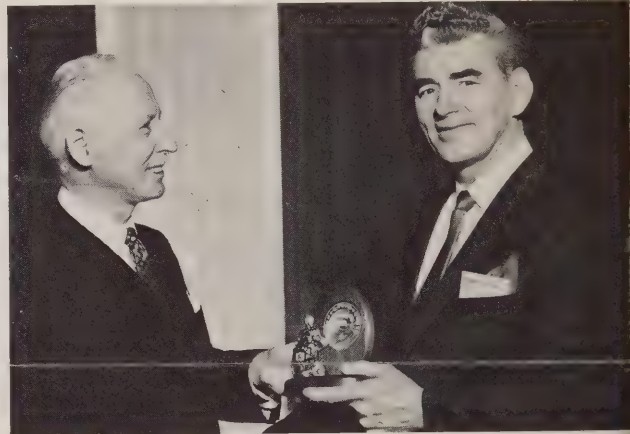
The Department of Highways has installed four-foot wide "singing medians" in some areas instead of guide rails to separate opposing lanes of traffic. They consist of strips of concrete down the middle of highways with intermittent rough and smooth sections that set up a rumble or buzzing when a car passes over them at driving speed.

Their purpose is to alert drivers that they are straying into oncoming traffic lanes.

An advantage of such an installation is that it does not restrict a driver from making a turn across the road to reach a point on the other side, which would be impossible with median guide rails.

Apart from their comparative economy, the singing medians also have proved their value as a navigation aid in fog-prone locations. Tests have proved that the medians have no effect on steering or control of a vehicle.

Singing medians have been installed on 63.9 miles of Ontario highways—3.5 miles in the eastern, 17.1 miles in southwest and 43.3 miles in central areas of the province.



SAFE DRIVING RECORD FOR 25 YEARS — At an investiture ceremony in Toronto on March 2, Minister of Transport Irwin Haskett presented Ontario Safety League trophies to 11 commercial drivers who had achieved a record 25 years of collision-free driving. Here, J. A. B. Richer of Bell Canada, Kingston, receives his award from Mr. Haskett. Some 325 firms and 16,000 drivers are enrolled in the OSL Commercial Vehicle Safety Program. A total of 102 qualified for this year's OSL 20-year award.



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Hon. Irwin Haskett, Minister.

Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.
Pat Michener, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.

OML to Train Teachers For Driver Education

Teachers who decide to take the option of driver education will be offered a brand-new, intensified preparation course this summer.

The new course will be presented by the Ontario Motor League in cooperation with the Ontario Department of Transport. It's being up-graded from a two-week program to a three-week program, with 50 percent of the course consisting of in-car instruction.

Depending on demand, the OML, which is organizing the program, will offer the course at the following central locations: Toronto, Hamilton, London, Windsor, Ottawa, Sudbury and Thunder Bay.

The decision to upgrade the teacher preparation course for driver education was made by the conference of provincial ministers responsible for motor vehicle administration. An area

which is being given special emphasis is in-car instruction, which will be increased to 60 hours and will make up 50 percent of the course. The Ontario Motor League in several locations has its own corps of driver instructors to handle this phase of the program. Courses will be taught by a qualified master instructor who has passed the Canada Safety Council's special driver education course.

The proposed program for the new teacher preparation course also includes study of the laws concerning motorists; alcohol and drugs and their effects on driving; insurance; auto-mechanics; plus special outings designed to give teachers an insight into all aspects of driving and law enforcement as regards motorists.

Teacher preparation courses in Ontario were first conducted at University of Toronto by W.

Ontario Takes First Prize In Carol Lane Awards

The Aurora Safety Council, recent winner of our provincial safety awards, has gone on to claim top place for all of Canada in the national Carol Lane awards.

The Aurora Council will receive a cash grant of \$250 plus the Carol Lane statuette and plaque for its child safety program at the Canada Safety Council annual conference,

Fredericton, N.B., May 25 to 27.

Aurora Safety Council was judged to have conducted an outstanding and original safety program for pre-school children, 3-5 years old, training the youngsters for water, home, tri-cycle and general safety. The program has been conducted for the past two years for two weeks during the summer months with the aid of teen-age volunteers.

Arch Bryce, a former executive director of the Canada Safety Council. From 1955 on, the Ontario Safety League sponsored the special course to train teachers in driver instruction.

Any teacher interested in taking the new course can obtain further information by contacting a local branch of the Ontario Motor League; or the Department of Transport accident prevention organizer for his area.

Second place winner was District 10 of the Farmers' Union of Alberta and Farm Women's Union, located north of Drumheller, Alta. A defensive driving course conducted by this group trained over 400 local people for driver safety.

Third place was taken by the Women's Institute of Anagance, near Moncton, N.B., for its all-round general safety program.

Safe Travelling Tips for Summer Motorists

The Victoria Day weekend was the starting flag signal for thousands of motorists who head out to the cottage every weekend during the summer months.

It's a time of increased traffic and increased safety hazards.

If you're intending to take to the road any weekend throughout the summer months, the Department of Transport has these suggestions for your summer travelling safety.

—Check your car, especially the brakes, steering, tires and lights. A car which stalls or breaks down in traffic is a hazard to everyone.

—When you're driving in the country, be alert for these safety hazards — farm lanes with emerging vehicles . . . narrow bridges with concrete sides . . . bridges and culverts in poor condition . . . slow-moving farm implements . . . animals wandering onto the highway.

—If you're towing a trailer, make sure it has two attachments connecting it to your car, as required by law. If one

should fail, the other prevents the trailer from becoming a hazardous runaway.

—Leave a vital safety margin between your car and the one ahead . . . at least one car length for every 10 miles of speed. Leave even more room if you are towing a trailer.

—Load your car carefully so passengers and luggage won't interfere with your view of the road or hamper your driving movements.

—Travelling at night with a heavy load in the car or trailer may direct your headlights at a higher angle and tend to blind oncoming motorists. Be particularly courteous about dimming your lights for the convenience of other traffic.

—Highway fatigue kills. If you're travelling far, take rest breaks along the way.

—Speed too fast for conditions is a leading cause of collisions. Bad roads, heavy traffic, poor weather demand slower speeds.

—Light-weight motorcycles aren't always easy to see. Keep a special lookout for them.

—Make your belt for the road a safety belt. Children also should be protected . . . with special child safety restraint devices. Those over 50 lbs. in weight can use regular seatbelts. For younger children, child safety restraints are available.

Contrary to popular belief, motorists who travel in off-peak hours don't escape traffic hazards.

Ontario Department of Transport figures for the 1969 Victoria Day holiday weekend show that from 6:00 p.m. to midnight on Friday there were three fatal collisions; and from 6:00 p.m. to midnight on Monday there was one fatal collision. These were the hours of maximum traffic volume.

But during the off-peak hours of Saturday and Sunday, there were ten fatal collisions and 12 deaths. On Monday morning, 12 a.m. to 6 a.m., there were six collisions and seven deaths.

Pioneers in Safety:

On pages two and four of this edition, ONTARIO TRAFFIC SAFETY presents special features on two men who have made outstanding contributions to the advancement of safety and safety education. Art Sandrock, a long-time resident of Kitchener, and Ame Neyhart, director emeritus of the Pennsylvania State University Institute of Public Safety, have worked in different spheres. Their aims and achievements, however, have been basically the same — the preservation of lives through safety education.

In Kitchener, they call Art Sandrock "Mr. Safety".

It's an unofficial title that carries with it the respect and thanks of a whole community.

Kitchener had the first safety patrols in Canada. It also had the first driver education course, started in 1948.

These pioneering achievements are due in great part to the work of Art Sandrock, a former funeral director and long-time resident of that city.

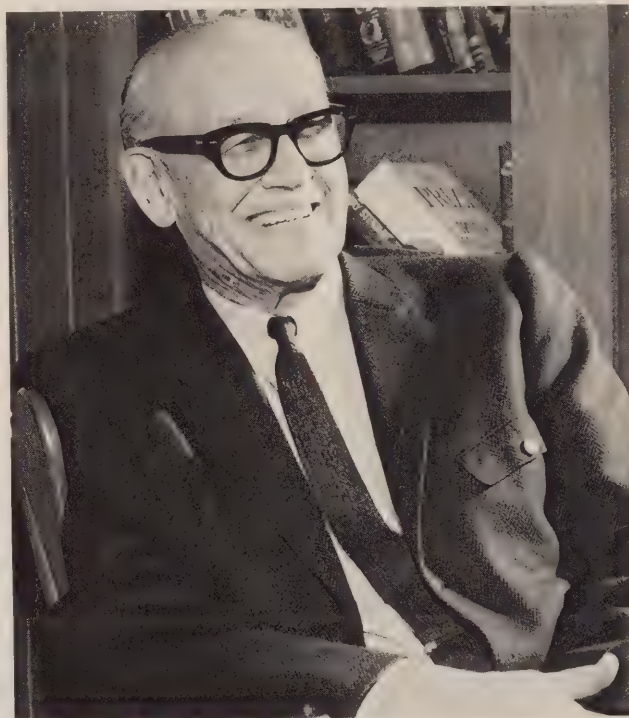
Art arrived in Kitchener in 1928 from Maryland, Ohio, intending to set up a funeral home. A year after his arrival, three children were killed while walking with traffic on the Bridgeport road outside of Kitchener and angry residents of the town held a general meeting to express their indignation to local authorities. "Everyone was damning the motorists," says Art, "It just wasn't their fault." He took the floor to tell them that what was required was not legislation, but education, and that the children must be taught safe pedestrian habits.

As a member of the American Automobile Association since 1921, he recalled the use and value of safety patrols in the United States. On a trip to visit the Michigan Automobile Club, he gathered up information about the training of school patrols . . . once back in Canada, he found ready cooperation and help in testing the new idea in a local school. A school patrol was formed and has been in operation ever since.

As a special reward for these youngsters, Art managed to persuade local companies to sponsor one outstanding patroller to the American school patrollers' jamboree, held in Washington. Starting with just one boy, the Kitchener deputation to the annual American jamboree has grown to 17 young patrollers, plus three pipers.

"Art has completely badgered us to sponsor safety projects,"

says Trevor Jones, public relations director with B. F. Goodrich Canada Limited in Kitchener and a long-time friend. "He's a crusader, a persuader. His idea is that if we chalk up a good record in Kitchener, it'll



Art Sandrock

spread from there. Certainly he has oriented people here to be safety-conscious."

Many Kitchener residents first learned to drive through taking the driver-training course at Kitchener-Waterloo Collegiate and Vocational School, offered first in all of Canada in 1948. This too was an American import; Art Sandrock brought back the idea on one of his frequent visits to the States.

Bill Zeigler, then principal of Kitchener-Waterloo Collegiate and Vocational School, and

Gordon House, head of the auto mechanics department were "sold" on the concept when they accompanied Art Sandrock on a visit to Detroit to attend an AAA convention. They returned to Kitchener enthusiastic about experimenting with driver training in their own school. The students were equally interested, Art recalls. "They even built their own dual controls in the shop."

The first teacher of the theory part of the driver education course was a young police constable named Wilf Heinrich. Wilf, now Chief of Police for the town of Kitchener, has collaborated closely with Art on many safety projects. He recalls that it was the Waterloo County

"We've had what you might call a father-son relationship on many safety projects. Art's into everything . . . but his main interest has always been safety."

No one could be found to donate a car for driver training during the first year the course was in operation. The second year, a local auto dealer volunteered a new car for the use of the students. "Art's technique was, 'drop a little hint, will you?'" says Trevor Jones. "People would stop in at a local dealership and make remarks such as, 'Wouldn't it be great if the kids had a car for their driver education course?'"

"Art was always a quiet, behind-the-scenes influence."

Art knew that insurance companies in the U.S. allowed a reduction in insurance premiums to youngsters who had completed a driver education course. "We tried to sell the Canadian insurance industry on this idea," he says. "They weren't interested. Then we had an information day for insurance representatives, and managed to sell two companies on offering the reduction."

From Kitchener, the idea of driver education spread to other schools. Now it's nation-wide.

Art envisioned the growth of driver education throughout Canada; but he wanted it to start from Kitchener, a city to which he feels he owes a great debt of gratitude. Now 78, he can look back on many years of dedicated community service. He was a former head of the Ontario Motor League, and has been made an honorary life member of the organization. He was the founding chairman of the Kitchener Social Planning Council; president of the Chamber of Commerce; president of the Tri-County Automobile Club for 19 years and recently was made honorary life member. He's talked to hundreds of people on speaking trips in Ontario and Quebec. In 1967 he was made citizen of the year for Kitchener.

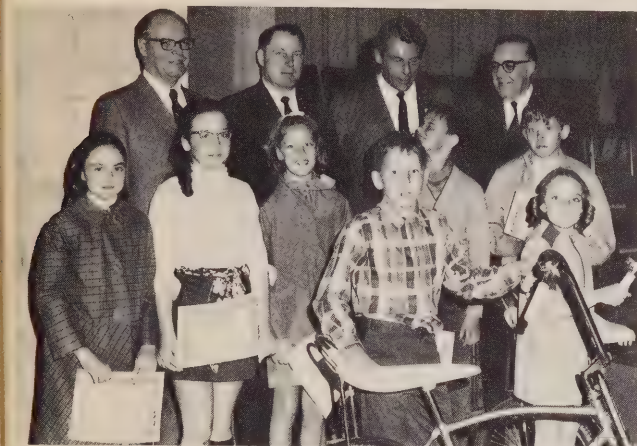
Now in semi-retirement, Art, who used to be an officer in the U.S. Cavalry, finds time to ride his horse, "Red", 30 miles a week; still keeps active in community affairs.

As an earnest young man who once studied for the ministry, Art early decided he "owed something more to people than just making the almighty buck." The thousands of hours dedicated to his community during the years show how well he has lived up to that philosophy.

Coming events

May 25-27 — Canada Safety Council annual conference, Fredericton, N.B.

June 29, 30, July 1 — Association of American Motor Vehicle Administrators' conference, Region 1, Inn on the Park, Don Mills, Ont.



At the Brockville Jaycees' award night: W. B. G. Reynolds, (L) commissioner of highway safety for the Ontario Department of Transport; Chief of Police L. Sterritt; Hon. James Auld, Minister of Tourism and Information; J. Broom, Mayor of Brockville. The lucky boy and girl in the foreground won bicycles in a prize draw during the evening.

Brockville Jaycees Train 800 Safe-Cycling Experts

The Brockville Jaycees believe in thinking BIG.

In April of this year, they trained just about the whole elementary school population of the city of Brockville for bicycle safety.

Last year, 570 children took the Crusader Cycle Club program offered for the first time in the schools. This year, 877 students from the 11 Brockville elementary schools signed up for the course offered by the Jaycees, aided by members of the Kiwanis Key Club.

The course consisted of three lecture sessions and was topped off with a grand rodeo on Sunday, April 12 and an awards night, April 15. Chairman of the project was Brockville safety officer Const. Dean Humble. He received ample help from the 19 Jaycees and 12 Key Club members who conducted the program and administered the rodeo.

To give the little ones a better chance to compete, the cycle club program was divided into two: a senior division for students in grades four, five, six and seven and a junior division for grades two, three and four.

Hon. James Auld, Ontario minister of tourism and information, and Walter Reynolds, commissioner of the highway safety branch of the Department of Transport, were on hand for the awards night, when all "graduates" of the course received certificates and pins; trophies were awarded to top senior and junior pupils in each school, and a boy and girl won new bicycles.

No boy or girl has been killed in a bicycle collision in Brockville for many years. Only 12 bicycle riders were hurt in collisions with motor vehicles last year — a remarkably low figure compared with other cities of a similar size.

Ken Libitz, secretary for the program, reports that since the course started, police warnings to young bicyclists have dropped almost to zero.

Oakville Police "Short-Circuit" School Bus Safety Hazards

Last fall, Oakville school bus drivers were becoming alarmed at the number of motorists who casually sailed past their stopped buses, completely disregarding the school bus stopping law*.

Oakville police were also concerned, and quickly drew up plans for correcting this dangerous situation. To date, complaints about this type of violation have been almost eliminated.

For two weeks, plainclothes policemen accompanied the school buses on their rounds. Whenever a motorist failed to stop for a stopped school bus, with red lights flashing to indicate it was taking on or discharging passengers, the plainclothes officer would radio

ahead to a police patrol car. The motorist was stopped and informed of his offence.

"We find this a good system," says Inspector Harry Wilson of the Oakville police. "We're going to continue it on an occasional basis or whenever we find there's a need."

Ample publicity by local newspapers has also reinforced the effects of the program.

**On roads where the speed limit is greater than 35 mph, drivers of cars coming in both directions are required to stop for a stopped school bus with red signal lights flashing to indicate it is taking on or discharging passengers . . . unless they are approaching the bus from the front on a highway divided by a median strip.* ●



The Department of Transport's recently announced plans for reorganization into two divisions, the Registrar's Division and the Transportation Division, are now well under way. Newly-appointed acting executive director of the Transportation Division is David M. Duncan, Q.C., (L) formerly head of the Department's legal branch. With him are Hon. Irwin Haskett, Minister of Transport, Walter Q. Macnee, deputy minister, and registrar of motor vehicles, R. H. Humphries.

Free Safety Tapes For Radio

Would you like to see your local radio station give a special boost to safety promotion during the coming months?

You might remind them that there is a free series of public service safety tapes available to all member radio stations from the Canadian Association of Broadcasters, 12 Richmond St. E., Suite 347, Toronto 210.

The tapes were made by radio station CKNW, New Westminster, in cooperation with the British Columbia Safety Council. They are being offered to all C.A.B. members in cooperation with the Ontario Safety League and the Canada Safety Council.

No Hangups...

If you're taking a trip this spring or summer, don't leave clothes hanging up in your car, or objects cluttering up the back window.

Under the Highway Traffic Act, it's an offence to drive without clear visibility of the road behind you through the back window unless you've a rear-view mirror attached to the outside of your car.

Insurance people also warn travellers that clothes hanging up in a parked car are a clear sign to a car thief you've got valuables inside your car or trunk.



Wait watchers live longer.

Pioneers in Safety:

Ame Neyhart

The neighbors used to think Ame Neyhart was crazy.

Like most innovators or experimenters of any kind, the man who conceived the plan for and taught the first driver education course in the whole world at Pennsylvania State College high school in 1933 came in for a lot of ridicule.

"No one has to be taught how to drive a car," they said. "There's simply nothing to it."

Almost four decades later, Ame Neyhart still runs into that kind of attitude occasionally. Now, however, there are limitless facts, figures, and the support of thousands of converts to buttress his arguments in favor of driver education.

Amos Neyhart, a professor and director emeritus of the Institute of Public Safety, Pennsylvania State University, not only originated the first driver education course. He set up the first teacher preparation course in driver education in 1936. A year later, he presented the first college professors' seminar in driver education. He was one of the authors of the first textbook used in driver education courses. Now 72 years old, he still travels thousands of miles each year teaching and speaking on safety and safety education.

Professor Neyhart has been teaching in Canada for 25 years now. Recently he was at the Ontario Safety League offices in Toronto, teaching safe driving principles to commercial driving instructors and trucking supervisors.

"Ame is probably the best known specialist in driver training in the world," Dick Palmer, manager of the OSL driver training department says of their energetic and tireless visiting lecturer. "This is the way he gets his kicks out of life."

The young Ame Neyhart was a professor of industrial engineering at Pennsylvania State University in the late 1920's when he became increasingly concerned about work injuries in the manufacturing industry.

"We tried guarding the machines," he says. "We tried 'scaring' the employees. We tried safety talks. None of it worked until we tried convincing workers that they personally had something at stake . . . that they might lose money or be permanently disabled."

Looking at the traffic safety field, he felt the same psycholo-

attempts to "sell" driver education to school boards and principals. But in 1936 he had rallied enough support for his ideas to begin teaching the first teacher preparation course in driver education. Commercial trucking concerns also were approached. In 1939, Professor Neyhart initiated the first motor fleet supervisor training course. This later led to the formation of the national committee for motor fleet supervisor training in 1945.

It was also in 1945 he first visited Canada as a teacher,

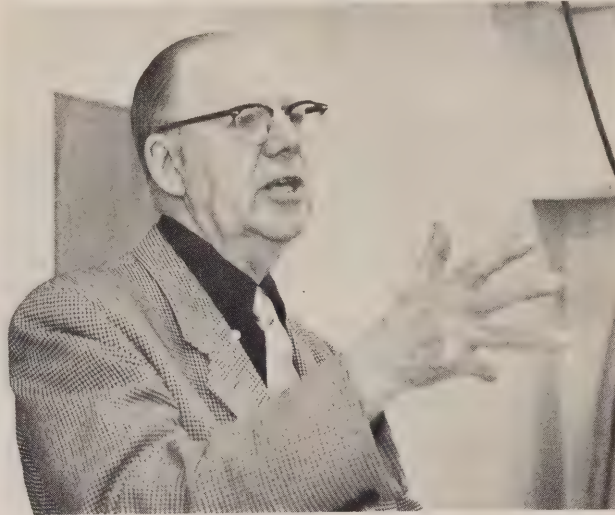
and speaking about 260 days out of every year.

"You see, people don't think you're doing anything when you're retired," he explains. "So they want you to do something."

"Something" in the past years has been travelling on teaching expeditions ranging from Yugoslavia to Hawaii. In Yugoslavia, he criss-crossed the country as a technical advisor on transportation. A rapid-fire speaker, he wore out his interpreters at the rate of one every two hours.

Ame Neyhart has been honored with many awards for his life-saving work in traffic accident prevention. "I feel I'm making a contribution," is the way he explains his dedication to his work. He still stands up for eight clock hours every day on his teaching trips, and has communicated his enthusiasm for safety work to thousands of people over the years. He hopes to reach many more.

"Right now," he says, "I'm booking for 1971."



Ame Neyhart

Traffic Safety Roundup

ST. CATHARINES — Youngsters attending Power Glen school in St. Catharines got a one-week immersion course in safety last February, when school principal Eric Bodnar, with the help of safety officer Harry Artinian, conducted a very successful week-long safety program. Safety was stressed in all classes, and a safety poster contest helped reinforce basic safety rules. General Motors donated a trophy for safety achievement to the school.

* * *

GUELPH — Plans are underway for the formation of a senior citizens' safety council in this city. The council is expected to include representatives of the various older groups in Guelph. It will study educational programs affecting them and lend aid to the Guelph traffic safety committee in contacting citizens generally and children especially to prevent accidents.

gy might work to reduce the growing number of deaths and injuries on American highways.

The chance to test out his ideas came in 1933, when, with the support of the local high school principal, he started a basic driver training course for teenagers, taught free of charge on his own time.

"This was one class they didn't cut," he recalls. Using home-made teaching aids such as curtain-cloth charts, teaching students to drive on a 1929 Graham-Page, Professor Neyhart found his young pupils equally enthusiastic about the idea of driver training.

"I wouldn't exactly say they came with outstretched arms," he comments on his other early

sponsored by John Labatt Limited, to direct a course for Ontario motor fleet supervisors. Professor Neyhart fondly recalls arriving at his suite in the Royal York Hotel in Toronto to find the bathtub filled with bottles of beer, courtesy of his hosts.

Peter Murray, supervisor of transportation for John Labatt Limited, says, "he simply brought the proper way to drive into Canada."

"He loves the work he's doing. We think he's quite a guy."

Ame Neyhart "retired" in 1961 with the title director emeritus of the Institute of Public Safety at Penn State. His retirement plans consisted of working twice as hard as he had ever done, travelling, teaching



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Motorcycle Program off to Rolling Start

A new motorcycle training program produced by the Department of Transport is quickly becoming a "best-seller".

The first printing of this training course for novice motorcyclists has been snapped up by 200 interested groups and organizations, many of whom plan to offer it to the public this summer.

The program kit includes a film-strip, a pamphlet guide for would-be motorcyclists taking the course, bulletin board instructional poster and a 57-page manual for instructors. It is 15 hours in duration.

The Department of Transport recommends that classes be limited to no more than 24 participants, in order to ensure maximum learning opportunities for all.

Extra copies of the kit are now being prepared and will be offered free of charge to groups interested in conducting motorcycle training programs.

Information about the program can be obtained by writing: The Highway Safety Branch, Department of Transport, Ferguson Block, Queen's Park, Toronto 182.

First Medical Seminar Stresses Need for Research

In the relatively new science of highway research, there is one area which is the subject of much concern and interest . . . physical and mental health factors which can affect driving ability.

In order to develop a better understanding of the complex relationship between physical and mental impairment and safe driving, the Ontario Department of Transport sponsored a special seminar in Toronto on May 1 and 2. More than 200 delegates — doctors, lawyers, judges, police officers, university professors, motor vehicle designers and administrators plus other interested individuals attended the two-day seminar on the medical aspects of safe driving.

The seminar, a first for Canada, was designed to provoke questions and stimulate discussion on four general areas of impairment as related to safe driving: defective vision, physical impairment, mental disorders, and alcohol and drugs in combination with driving.

As Dr. John Havard, under-secretary of the British Medical Association, pointed out in his keynote address at the opening of the conference, factors causing traffic collisions and deaths are now a matter of world-wide concern . . . "Recent World



Representatives from the medical and legal professions and from motor vehicle administration contributed their viewpoints as panel members at the seminar on the medical aspects of safe driving.

Health Organization statistics from 27 countries, including Canada, show that the number of road accidents has doubled, trebled, and in some countries, quadrupled between 1950 and 1966."

"The background of the medical profession is particularly

relevant to the study of the problem of road accident prevention."

He stressed areas in which doctors could provide invaluable help in the campaign for greater road safety — by keeping records of injuries and personal histories of drivers involved in collisions, research to find out what drugs impair driving ability, post-mortems to ascertain whether drivers in traffic collisions had been using alcohol, helping to ascertain the criteria for medical examinations of drivers, and general research to investigate factors that adversely affect driving behaviour.

The special project attracted participants from across Canada, from the United States and Britain. In a workshop format, panels of experts discussed their views and then carried on a dialogue and exchange of information with their highly-qualified audience.

Tapes were made of all proceedings during the conference and will later be published in report form.

Toronto Transit Boasts Top Safety Record

The city of Toronto has the safe-drivingest bus drivers in North America.

The Toronto Transit Commission boasts a record unequalled by cities of similar size on this continent: only 6.25 accidents for each 100,000 miles of surface operation.

"Drivers in the U.S. cities can't believe it, they think we're fixing our figures," said Ronald Waite, assistant general manager of operations, at a special May 11 luncheon given for 239 TTC drivers who had gone ten years without an accident.

By "accidents", the TTC doesn't just mean collisions. Any damage, any person injured

while on a TTC bus, is counted against the record. "Right now," said E. C. Penney, TTC safety director, "I can't think of anything we aren't doing to promote safety."

Some 25 years ago, the Toronto Transit accident record averaged around 30 per 100,000 miles. The present low of 6.25 can be attributed to an impressively thorough safety program and the high calibre of TTC drivers.

The TTC is careful about the selection of its drivers, picking only one in 20 to operate its vehicles. The training course for the new driver lasts a full 21 days. After six months on the

job, the new driver is sent back for a refresher course. "We find that's just about the time over-confidence begins to rear its ugly head," says Mr. Penney.

The TTC's star bus driver until just recently was Alexander John Cartner, who boasted 18 years of accident-free driving.

Only a few days after he received his award at the May 11 luncheon, Mr. Cartner was involved in a collision with a motorist. The other driver was charged, but it makes no difference . . . he still has to start all over again.

"It doesn't matter who is to blame, an accident is an accident," says Mr. Cartner.



Delegates came to the conference from all across Canada . . . registering above are C. E. Pass, (L), secretary to the medical advisory committee, registry of motor vehicles, Halifax, N.S., and R. A. Hadfield, superintendent of motor vehicles, Victoria, B.C.

Among our driving population, there are an unknown number of drivers who suffer some form of physical or mental impairment that could make them potentially dangerous to themselves or others on the road.

The Ontario Department of Transport held a seminar on the medical aspects of safe driving in Toronto on May 1 and 2 in order to provoke thought and creative discussion on different types of impairment and how they can affect driver ability . . . factors now a matter of common concern to all agencies dedicated to the prevention of traffic deaths.

In the following pages, **ONTARIO TRAFFIC SAFETY** presents a special report on Canada's first medical seminar on safe driving.

Defective Vision And Safe Driving



On September 1 of 1969, a new law went into effect in Ontario requiring optometrists to report patients with vision conditions that could make driving dangerous.

But, as the panel of workshop #1 on defective vision emphasized, there have been no studies done which clearly identify the point at which loss of vision makes a driver dangerous to himself and others on the road.

"Far more research needs to be done in this vital area," was the general conclusion.

Such studies as have been done do suggest some correlation between loss of visual acuity and collision involvement.

One quoted was a study of New York taxi drivers which showed that drivers with standard good vision in each eye of

(continued on p. 3)

TRAFFIC SAFETY

Smorgasbord

HELP
YOURSELF



Dr. R. F. Borkenstein, (R), inventor of the Borkenstein breathalyzer, demonstrates his new automatic breathalyzer to Transport Minister Irwin Haskett. The automatic model is designed for commercial use and is now in production in the state of New Jersey.

The Seminar . . .

had as its main objective the discussion of the relation between physical and mental impairment and the safe operation of a motor vehicle.

Other aims and objectives included:

- obtaining ideas from the experts in attendance on what research programs are most urgent and appropriate in this area.
- developing recommendations aimed at identifying drivers with deficiencies so standards of medical fitness related to driving competence can be established.
- developing proposals for solving problems involved in detecting, evaluating and reporting deficiencies.
- reviewing the role, utilization and functioning of medical advisory boards to driver licensing authorities.



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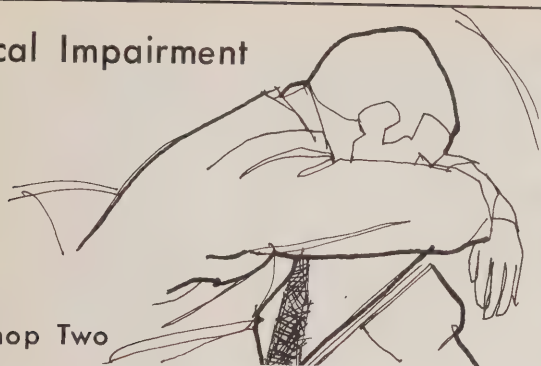


Dr. E. J. Wylie
Chairman, Committee
on Motorists' Vision
Canadian Assoc. of
Optometrists, Toronto



W. J. McIntyre
Director, Drivers
Branch
Ontario Department
of Transport

Physical Impairment



Workshop Two

"It is a large unknown in our motoring population that presents a hidden unassessed danger today. This is our aging population. Blanket refusal of licensing privileges at a stated age of 60, 70, 85 or 90 is unrealistic. However, it is equally unrealistic to continue our present unsatisfactory situation of medical fitness to drive as it is applied to our oldest by his family physician. The onus should be removed from an ill-informed medical body and placed upon a test machine for screening purposes."

"Old age in itself slows reaction time and at 70 miles an hour the luxury of decision reaction combination is not many milliseconds in length. We had two fatal accidents in our series

at Queen's University that were due to the age of the driver and his inability to react in time to prevent the crash."

—Dr. William Ghent

"... there is little doubt from our experience and that of many others that periodic attacks of spells or seizures that produce altered awareness or loss of consciousness constitute the greatest hazard from a medical viewpoint. . . . It is roughly estimated that one percent of the population will have some form of cerebral seizure or convulsion during their life."

"... there are still many individuals with recurrent seizures who have not been reported to the Department and are still driving."

—Dr. J. G. Humphrey

(continued from p. 2)

20/30 or better had the best accident rate, while drivers with poorer vision, 20/40 or worse in each eye had four times as many collisions.

While applicants for drivers' licences are tested for general vision and color-blindness, they are not tested for conditions in other areas that might affect their driving capabilities. The panelists pointed out a few of these — night vision, glare recovery, fields of vision. As yet, there are no simply operated reliable means of testing for deficiencies in these areas outside of special research laboratories.

"Research work (in these areas) is going on and we will make that available, and the sooner the better," commented panelist Dr. C. H. Andrews.

Panelist Dr. J. Wylie stressed that driving at night can be particularly hazardous for the older motorist. The time taken for adaptation to light doubles for every 13 years of life. This means that a driver over 40 years of age could be blinded or up to a second at a time by headlight glare.

"At 70 miles an hour you can go 102 feet in a second. You

sure can do a lot of damage at night in that time if you can't see very well."

Color-blindness, a handicap which afflicts ten percent of all males, also came under discussion by the panelists. The most prevalent problem with this group is the confusion of red and green. As yet, panelists agreed, this problem has not been completely "engineered" out of our traffic sign and signals system.

As a whole, this group of experts felt there was far more work to be done in investigating the relationship of defective vision to safe driving. "When there is an accident, who is interested in what the vision of those two drivers was?" questioned a member of the panel.

"I have yet to hear of a coroner's jury or a coroner who asked to find out what the vision of the two drivers was."

To set up good and fair standards for vision needed for driving, the panel agreed, work must first be done to correlate vision defects to collision involvement . . . rather than going by any theoretical considerations of what makes perfect vision. •



MODERATOR
Dr. Julian A. Waller
Professor of
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Medicine
College of Medicine
University of Vermont
Burlington



Dr. John D. J. Havard
Under Secretary
British Medical
Assoc.
London, England



Dr. William R. Ghent
Chief of Surgery
Hotel Dieu Hospital
Kingston



Dr. Robert Baxter
Member
Licence Suspension
Appeal Board
Ontario Department
of Transport
Toronto



Dr. M. Duncan, Q.C.
Acting Executive
Director,
Transportation
Division
Ontario Department
of Transport



Robert H. Humphries
Registrar of Motor
Vehicles, Ontario
Department of
Transport

"It is relevant to note that the figures seem to indicate that probably somewhere between 15-20 percent of drivers on the road have some sort of medical condition other than alcoholism that is always potentially impairing for the task of driving."

"The major condition or group of conditions here is heart disease and cardiovascular conditions with diabetes and epilepsy and mental illness running somewhat behind that."

"Some of my studies have pointed out that drivers with several different medical conditions — heart disease, diabetes, mental illness, alcoholism, epilepsy, have twice as many crashes per million miles of driving as do drivers the same age in the rest of the population."

—Dr. J. A. Waller



John G. White, Q.C.
Messrs. White,
Foreman,
Grannum & Swaye
Barristers and
Solicitors
Hamilton



Dr. Ernest J. Maltby
Internist, Toronto
General Hospital



Dr. John G. Humphrey
Neurologist, Toronto
General Hospital
Assoc. Professor of
Medicine, University
of Toronto

The Law . . .

requires a qualified medical practitioner to report the name, address and clinical condition of a patient 16 years of age or over who, in his opinion is suffering from a condition that may make it dangerous to operate a motor vehicle.

And How it Works.

Once the driver has been identified, he is sent a medical report form which must be completed by his doctor.

This report is forwarded to the Department of Transport's Medical Advisory Committee, a body made up of very highly qualified specialists in various fields of medicine. They analyze the report, assess it and recommend their opinion to the Registrar on whether the person concerned should or should not be suspended. The Registrar, in the light of the opinion of his Advisory Committee, decides whether or not to suspend the driver.

The driver is then notified by letter that his condition has been thoroughly analyzed and that it is the decision of the Department of Transport that his licence should be suspended. He is advised that before action is taken he has the right to a hearing before the Registrar. At the hearing, the individual is given all the information which led to the registrar's decision. If he does not then give up his licence, formal licence suspension procedures are instituted.

The driver can still appeal the Registrar's decision to a Licence Suspension Appeal Board, or to the courts. •



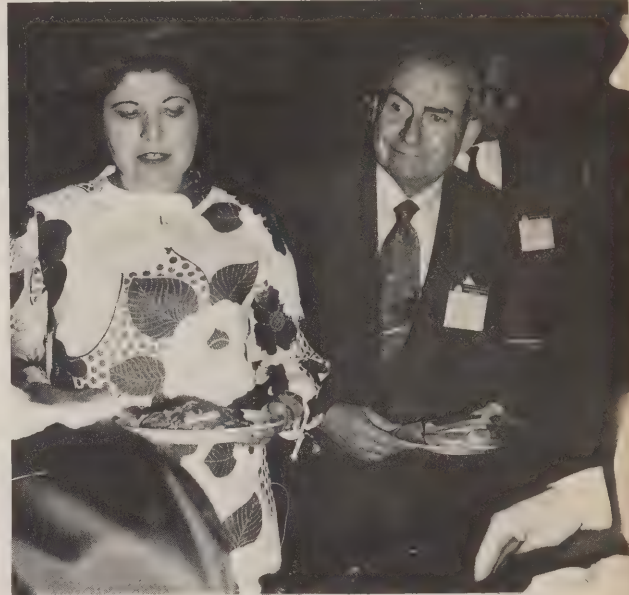
✦ Before the conference, Transport minister Irwin Haskett briefs the press on the purposes of the medical seminar. With him, right to left, are Department members Ed Brezina, manager, highway safety research; registrar of motor vehicles R. Humphries; W. McNlyre, director, driver branch; V. W. McCabe, manager, driver examination.



Right Reverend G. B. Snell, bishop of Toronto, delivered the invocation at the opening seminar session.



Albert M. Campbell, chairman, metropolitan council, municipality of Metropolitan Toronto, delivers greetings to delegates at the opening session. Dr. John D. J. Havard, undersecretary of the British Medical Association, London, England (R), gave the keynote address.



✦ Dr. Milo W. Chalfant, traffic safety coordinator for the Michigan Department of State, and his wife at the Friday night buffet supper.



Panelists of workshop two on physical impairment get together Thursday night to plan their strategy for the following day. Moderator of the panel was Dr. Julian A. Waller, professor of community medicine, University of Vermont (top right). On his left is W. B. G. Reynolds, commissioner of highway safety, Department of Transport and conference coordinator.

✦ Dr. J. H. Walters, president of the Ontario Medical Association, London, welcomes delegates at the Friday luncheon.



A delegate at the seminar conducts a private test on Dr. Borkenstein's new, automatically-operated breathalyzer.



W. L. N. Somerville, Q.C., vice-president for Ontario, Canadian Bar Association, welcomed delegates at the Saturday luncheon meeting.



Dr. H. Beatty Cotnam, (L), supervising coroner, Ontario Department of Justice; and deputy chief Harold Adamson, chief-of-police-designate, Metropolitan Toronto Police Department, were head table guests at the Saturday luncheon.



Vincent L. Tofany, commissioner of the New York Department of Motor Vehicles, extended greetings to guests at the Friday luncheon.



↑ Dr. E. O'F. Campbell, medical director, Traffic Injury Research Foundation, Ottawa, (L), and Professor A. S. Crouse of Queen's University, Kingston, were few of the many delegates who contributed their views and questions at the centrally placed mikes.



↑ Dr. Wm. K. Keller, (L), professor of psychiatry, University of Louisville School of Medicine, was guest speaker at the Saturday luncheon. Other head table guests included Dr. J. D. Griffin, general director, Canadian Mental Health Association, Toronto; Dr. A. B. Stokes, head of the Department of Psychiatry, University of Toronto; and Dr. G. C. Beacock, chief, Department of Psychiatry, Hamilton Civic Hospital.



↑ Inspector Wm. Myers, head of the Metro Toronto Police Safety Bureau, collects a few pamphlets at the Department of Transport's "Safety Smorgasbord".



oil Farmer (L), executive director of the Canada Safety Council, joins James Sykes, general manager of the Motor Vehicle Manufacturers' Association, and other delegates in listening to the proceedings at workshop three.



↑ Chairman of the Friday luncheon was Hon. Arthur A. Wishart, Q.C., Ontario minister of justice and attorney general of Ontario.

Mental Disorders And Disclosure

Workshop Three

Terms like "paranoia" or "schizophrenia" didn't come up very often during this morning's session on mental disorders and driving.

This panel of experts were more concerned with a less identifiable but much more common problem driver — the person who suffers from an emotional illness or state which can affect his driving ability.

To the layman, this could be the "angry" driver, the person who operates his vehicle as if he had no consideration for the rights of others on the road . . . the overconfident driver, who takes chances that affect his safety and the safety of other motorists.

Dr. Tillman, the director of the department of psychiatry at St. Joseph's Hospital, London, painted a strong portrait of the driver most likely to have a collision. A research study he and others did some years ago showed that this type of person doesn't get along well with others . . . he's having trouble with his marriage and chances are he's a poor credit risk. He changes jobs frequently, has a history of school truancy and abhors routine.

He's impulsive, fatalistic, resists authority and has a strong desire to be his own boss. He had trouble proving his masculinity to himself and he probably

came from an unhappy home.

At a later date Dr. Tillman worked with a group of people involved in frequent collisions and observed that they tended to "project" their anger out around them.

" . . . when we find all drivers on the road as being angry people," said Dr. Tillman, "that is a signal to us that is our own anger going within us and this should alert us that we perhaps at that moment have a potential to be involved in an accident."

Young drivers, a topic of special interest because of their disproportionately high collision rate, came in for a lot of discussion.

Dr. Donald Pelz, of the University of Michigan, Ann Arbor, is currently engaged in the study of drivers in the suburban Detroit area. Interviews with 2,000 young drivers have shown that those in the 16-17 age group were not most likely to have collisions. Rather it was the driver from the age of 18 and building up toward 19 and 20 that had the highest frequency of collisions and violations.

He speculated that the younger group may still be cautious, reflecting driver training education, while the older group becomes increasingly confident and begins to test the limits of abilities.

"Travel along your highways and say, 'if right now I were to go off the road, could I survive?'"

Dr. D. F. Huelke (L), professor of anatomy at the University of Michigan, was urging his audience at the Friday afternoon luncheon to consider another vital aspect of traffic safety: highway design. A graphic slide presentation of collisions where faulty road design was a leading cause of death illustrated his plea for involvement. "The voice of the physician is listened to strongly at the very highest levels of government . . . make your voice heard so we can reduce this epidemic on the highways."

Dr. William Keller, (R) Professor of Psychiatry for the University of Louisville School of Medicine, gave the audience an hour of hearty laughter with his talk on the all-inclusive subject, "Sex, Sanity and Safety."



MODERATOR
Dr. Melvin L. Selzer
Associate Professor
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University of
Michigan
Medical School



G. L. Mitchell, Q.C.
Messrs. Mitchell
Hockin & Dawson
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Dr. F. C. Chalke
Professor of
Psychiatry and
Associate Dean
Faculty of Medicine
University of Ottawa

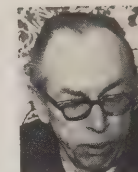


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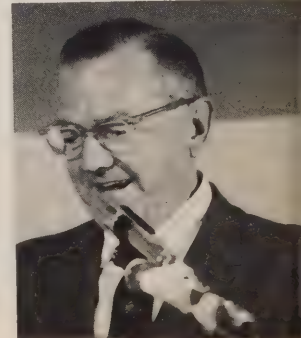


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Professor of
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Dr. R. Ian Hector
Chief Psychiatrist
Wellesley Hospital
and Chairman, OMA
Section on Psychiatry
Toronto



The Effects of Alcohol and other Drugs on Driving Competence



Workshop Four

It's difficult, sometimes impossible to pinpoint the drinking driver and get him off the road . . . until he kills somebody, usually himself.

The problem of getting to the drinking driver before he has had that fatal collision was one of prime concern for the panel of experts at Workshop #4 on the effects of alcohol and other drugs on driving competence.

Dr. Blake Coldwell, acting head of the national health and welfare department's pathology and toxicology section, Ottawa, outlined the scope of the problem, telling his audience that studies conducted in Canada, the United States, England and elsewhere had established that the drinking driver is responsible

for at least 50 percent of traffic deaths.

"Put another way, drinking drivers killed over 2500 persons in Canada last year."

Figures for Ontario show that last year drinking drivers were involved in 25.2 percent of all fatal collisions. A startling total of 46 percent of all drivers killed in collisions had been drinking.

Even the law which requires doctors to report patients with mental and physical disabilities which might make them a hazard on the road often is of no help. As Raymond Hadfield, B.C. superintendent of motor vehicles said, doctors often do not know about a patient's alcoholism or drug addiction.

Questions From the Seminar

Are there legal restrictions on the use of neon advertising signs in the vicinity of intersections, particularly red and green, that impair the driver's perception of right of way?

The Department of Highways regulates advertising on King's highways, and many municipalities have bylaws restricting the use of illuminated advertising signs.

In the design of traffic signal installations for urban areas, the Department of Transport tries to minimize the effect of visual background "noise" by careful placement of the signal heads over the roadway, and by the use of backboards on signal heads to attract the motorist's attention to the signal during the day and shield the light from the background lighting at night.

—J. R. Walshaw, Traffic Engineering, Department of Transport

Normal 20/20 vision deteriorates at night, an obvious com-

promise would be stronger candlepower head-lamps, i.e., quartz iodide! Would these help?

Normal 20/20 vision decreases at night because of reduced illumination, so any auto lighting system that will produce more illumination would be of help. The quartz-iodide lamp appears to do this since the lamp extends a beam of light 1000 ft. in comparison with the ordinary headlight, which extends only 400 ft. . . . when it is brand new, clean and properly aligned. These lamps are relatively new in Ontario and are still being investigated before being made compulsory. The problem is whether a beam this bright will blind the oncoming driver.

I think not because this can be solved by lowering the beams while the cars are farther apart. At any rate the quartz-iodide lamp is available and there are no regulations prohibiting its use. I feel it would be an improvement.

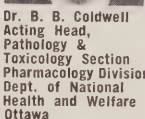
—Dr. John Wylie, optometrist



MODERATOR
Dr. R. F. Borkenstein
Professor & Chairman
Department of
Police Administration
Indiana University
Bloomington



Dr. Robert B. Voas
Principal Scientist
Office of Alcohol
Countermeasures
National Highway
Safety Bureau
Washington, D.C.



Dr. B. B. Coldwell
Acting Head,
Pathology &
Toxicology Section
Pharmacology Division
Dept. of National
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Institute, Toronto
Alcoholism and Drug
Addiction Research
Foundation

P. K. McWilliams,
Q.C., Barrister and
Solicitor, Oakville



Dr. Mary E. Purdy
Director, Hamilton
Alcoholism and Drug
Addiction Research
Foundation



Dr. J. D. Armstrong
Director, Mental
Health Clinic, North
York General Hospital
Chief Psychiatrist
Donwood Foundation



R. A. Hadfield
Superintendent of
Motor Vehicles
Department of the
Attorney General
Victoria, B.C.



Dr. M. W. Chalfant
Traffic Safety
Coordinator,
Michigan Department
of State, Lansing

"It is well known that alcoholics are cunning people and I have no doubt they are as dishonest with their physician as they are with us or anyone else."

Dr. Coldwell advocated a hard-line attitude toward drinking drivers. He said there was good evidence to prove that approximately half of the drinking drivers who come to the attention of law enforcement agencies have a real drinking problem and are either alcoholics or headed for alcoholism.

"Surely this observation should have some impact on enforcement as well as educational measures?"

Panelist Peter K. McWilliams, Q.C., suggested one effective measure for identifying the drinking driver might be to provide police with roadside breath-test kits, as they do in England and British Columbia. He praised the B.C. system, where drivers who don't pass the roadside test are packed off to home with a 24-hour licence suspension — but no charges.

The problem of drug use in conjunction with driving is a relatively new one on the safety scene. Identifying this kind of driver appears to be even more difficult. The panel outlined great gaps in our knowledge about drugs in combination with driving. For some drugs, there are no methods of urine or blood analysis, and it isn't known what level may cause impairment of ability to drive.

Another unknown that worried the experts was the effect of alcohol in combination with other drugs.

"Daily we come across more cases of persons who are on barbiturates and have consumed alcohol," said panelist Raymond Hadfield. "Blackouts happen, collisions occur."

"And what about the problem of drugs available without prescription which can produce similar results?"

Dr. Mary Purdy, director of the Hamilton branch of the Addiction Research Foundation, pointed out that doctors needed education in taking an adequate history of a patient's involvement with alcohol and drugs.

"The public also have been kept equally ignorant about the early warning signs of this syndrome which really is shocking and lags years behind programs which have been somewhat effective in the management of cardiovascular problems and cancer."

Alcohol in combination with drugs came up in another context during the discussion. Some popular cold remedies mentioned contain as much as 25 percent alcohol.

"One wonders," remarked Dr. Coldwell dryly, "just what they are prescribed for."

Traffic Safety Roundup

ST. CATHARINES — City police and the St. Catharines division of the Ontario Provincial Police worked together again this year to hold "open house" for the public at the annual police safety show. Almost 3,000 people attended the four-and-a-half day show held in facilities provided by the Pro-

vincial Gas Company, to watch safety films, look at the displays or pick up safety pamphlets and materials distributed free by police.

* * *

WINDSOR — City police are planning a new kind of counter-attack on hit-and-run drivers. They'll soon be attaching dated windshield stickers to cars involved in all collisions they investigate, to indicate to body shops the police are aware the car was in a collision. Vehicle shops in turn will be required to report any cars in for repairs which do not carry a sticker.

* * *

KITCHENER — This city intends to introduce crosswalks this year, and police and city officials want to make sure there won't be any dangerous "learning period". An all-media campaign is planned to educate the general public; and the deadline for the installation of the crosswalks has been moved back to October 15 to give teachers enough time to train youngsters in the safe use of pedestrian crosswalks.



An expanded program for training high school teachers as student driving instructors was recently announced by the Department of Transport. Courses will be conducted by the Ontario Motor League. Discussing the new program are E. H. S. Piper, Q.C. (L), general counsel of the Insurance Bureau of Canada, which provides financial aid; Transport minister Irwin Haskett; and C. H. Huffman, president of the Ontario Motor League.

HEARST — Hearst police are trying a new approach to cut down on bicycle accidents. A youngster who rides his bicycle without regard for safety rules is now going to be penalized, just like an adult driver, with demerit points . . . and when he accumulates 12 demerit points, he loses the use of his bike for a week.



"Driving a car with a broken muffler is a gas."

A Prayer for Motorists

This prayer was quoted by Reverend John A. Robertson, minister of Bonar Parkdale Presbyterian Church, Toronto, who pronounced the blessing at the medical seminar luncheon on Saturday, May 2. Its source is the Marquess of Aberdeen, Scotland.

From domineering driving,
From the vanity of power
and the infection of
speed,

Good Lord deliver us.
From carelessness and indifference,

From the demon of impatience and the tyranny of time,

Good Lord deliver us.
From ignorance and ungraciousness,

From harsh judgment and the flood of invective,
Good Lord deliver us.

From inattention and monotony,

From delusion of drink and the obscurity of fatigue,
Good Lord deliver us.

Grant us, good Lord, divine courtesy to all;

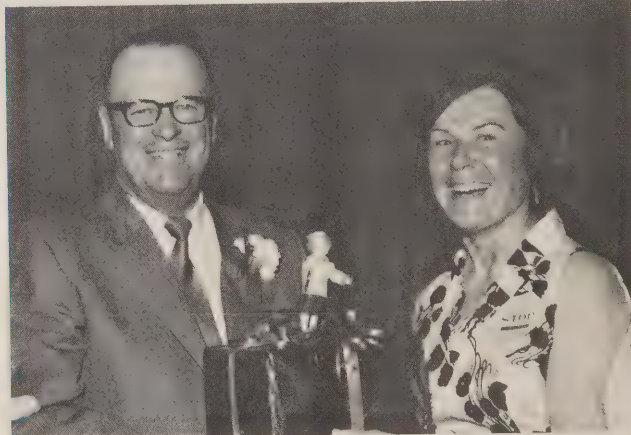
Awake in us an abiding care

For the slowness of age and the rashness of youth.

Let our vehicles become instruments of Thy purpose,

Bringing happiness to all who travel with us.

And leaving no man weeping at our passing.



Staff-sergeant Archie Stewart will be leaving the Sudbury police force after 23 years at the end of July . . . so his many friends in Sudbury got together to honor him with a special "appreciation" night at the end of April. He received a large number of gifts — here, Rita Soucek extends best wishes along with a present from the city's school guards.

Coming events

June 29, 30, July 1 — 49th annual conference, American Association of Motor Vehicle Administrators, Region 1, Inn on the Park, Don Mills, Ont.

September 21 — Canadian Society of Safety Engineering second annual conference Toronto.

August 17 - September 4 — Ontario Motor League teacher preparation courses in driver education — at Toronto, Hamilton, London, Windsor, Ottawa, Sudbury and Thunder Bay.



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Hon. Irwin Haskett, Minister.
Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.
Pat Michener, editor.



ontario traffic safety

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New Amendment Bans Hovercraft on Roads

It's unlikely that you've ever seen a hovercraft on Ontario roadways.

It will be even more unlikely in future. A new amendment banning these air-cushioned vehicles from Ontario highways has been passed by the provincial legislature.

The futuristic-sounding amendment, introduced in the House on June 19 by Transport minister Irwin Haskett is actually based on sound manufacturers' estimates that the number of air-cushioned vehicles will increase dramatically within a very few years. "These vehicles would create obvious hazards to traffic patterns and traffic safety if they were permitted on our highways," said Transport minister Irwin Haskett in introducing the new amendment. "The new section to the Highway Traffic Act is intended to avert this before it should occur."

Another amendment introduced at the same time provides for the adoption of new "Walk" and "Don't Walk" symbol signs for pedestrians (see illustration, below) which will replace the printed directions on our cur-

rent traffic signals. "These are further examples of the encouragement we are giving to the use of symbols . . . with particular reference to the multi-lingual factor," said Mr. Haskett.

Another new amendment prohibits the sale of new cars which do not conform with federal safety standards. This broadens the scope of the new safety standards law, since the federal government's constitutional jurisdiction in this area is limited to international and interprovincial commerce.

One amendment proposed will have considerable significance for the trucking industry. It allows axle weight on commercial vehicles to be increased from the present 18,000 lbs. to 20,000 lbs. for 1971 registrations, "without unduly affecting the maintenance cost of highways or traffic safety requirements."

Repeal of proof of financial responsibility in relation to driver licence suspension was another amendment introduced for the consideration of the legislature.



It may be 90 degrees in the shade, but Ontario legislators are planning ahead now for the winter snowmobile season. A new law makes it mandatory to report an incident such as the above, when personal injury is involved.

Stricter Controls to Face Snowmobilers this Winter

Ontario snowmobilers face stricter laws controlling the operation of their machines. New amendments to the Motorized Snow Vehicles Act, proposed by Transport minister Irwin Haskett in the House on June 19, are aimed at assuring the vehicles will be operated "with minimum hazard both to users and to the public."

One of the amendments is intended to broaden the scope of authority of municipalities, giving them the right to regulate, govern or prohibit use of snowmobiles within their boundaries, including parks and private property. Previously municipalities were only empowered to pass by-laws prohibiting the driving of snowmobiles along or across any highway or part of a highway under their jurisdiction.

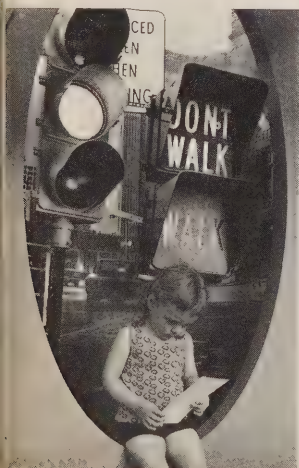
Under one of the amendments, the owner of a snowmobile is to be held responsible for any infractions committed by persons using his machine. The owner responsibility is in addition to that of the operator. The government's intention in proposing this amendment, said Mr.

Haskett, is to "ensure that owners of these vehicles will prevent their use by persons who are likely to operate them in a manner contrary to the provisions governing their use."

Where operation of snowmobiles is permitted on provincial highways, the driver must hold a regular operator's or chauffeur's licence under the Highway Traffic Act to take his machine on these roads, according to the provisions of another new amendment.

Any collisions on or off the highway involving personal injury or damage exceeding \$200 to property other than that of the owner or driver have to be reported to police under another amendment.

Outside the legislature, Mr. Haskett said other matters related to the operation of snowmobiles were also being dealt with . . . "For example, the Attorney General is considering ways in which the Petty Trespass Act can be strengthened to resolve the problems of trespass and damage to private property by snow vehicle operators."



Two-year-old Lisa Cosgriffe may not be able to read those "Walk — Don't Walk" signals which make up one of the exhibits in the Department of Transport safety trailer, in Hamilton for Safety Week June 15-20 . . . but she'll be able to understand the new symbol signs which are now being adopted for use in Ontario. The "Don't Walk" symbol is a warning hand outlined in orange. A white figure illuminated on a dark background gives the signal to walk.



Ottawa Motorcycle Course, A 600 - Graduate Success

Ever since the introduction of light-weight, inexpensive motorcycles which have taken a sales lead over the classic 1200 c.c.'s with powerful engines and masses of chrome during the past years, motorcycling has taken a big leap in popularity.

Applicants for motorcycle licences now range from housewives on Hondas to middle-aged men on mini-bikes . . . though young people of both sexes still own the bulk of Ontario's 40,000 licensed motorcycles.

The growth in the popularity of motorcycling has meant an increased need for instruction for the many novices trying their motorcycle driver licences each year. In 1969 the Department of Transport introduced a new motorcycle training program. This training package is being used by many interested groups and organizations which hope to offer it to the public for the first time this year.

But the forerunner in the area of motorcycle instruction still remains the Ottawa Safety Council, which started its training program in the chilly month of January, 1967.

Safety Council president Jim Bancroft, who recognized the need for such a course in Ottawa as early as 1965, put its organization into the capable hands of Stu Munro, a former motorcycle racer and instructor with the Auto Cycle Union of England. The program was set up along the lines of that conducted by the Auto Cycle Union, and incorporated improvements suggested by Col. Knowlton of the Royal Canadian Corps of Signals and the Ottawa R.C.M.P.

The first course was conducted in an Esso garage and attracted 25 applicants. Now instructors reluctantly have to turn away as many as 50 candidates at each enrolment due to limited machines and facilities for training. During their 3½ years of

continuous operation, the Ottawa motorcycle course has trained over 600 students.

These graduates have a definite advantage over home-trained motorcyclists when it comes to getting a licence. Driver examiners at the Ottawa driver examination centre say there's no comparison between the two . . . cycle course graduates are better-trained, more confident and capable on their machines, and know the answers to all the questions.

Stu Munro is assisted in his training of the 50 or so students enrolled in each course by 12 hard-working volunteer instructors. These include high school teachers, university post-grads, an NRC scientist, a physicist, designer . . . several of his instructors were recruited right from the graduating class, such as Mrs. Betty Webster, the mother of two small boys, who took the course originally because she was "petrified" of motorcycles. All of them have the twin common interests of enjoying motorcycling and liking kids.

The courses are now conducted at Ottawa city hall from 7:00 to 10:00 every Wednesday evening during the summer; and from 9:00 to 12:00 noon on Sundays during the winter. Each course lasts eight weeks, with a final test and a gala graduation for those who pass. The "classroom" is the city hall garage



Students cluster around motorcycle course instructor Tom Cassidy as he takes them through a routine vehicle check.

and parking lot. Subjects taught inside and outside of the classroom take in just about every aspect of motorcycling . . . right up to a little basic psychology on how you can get your parents to buy you a bike.

The course overall consists of 60 percent practical knowledge, 30 percent traffic law and ten percent mechanical knowledge. "Most lessons are run as competitions or games," says Stu Munro. "We find this is the best way of keeping their interest." The fee for the complete course is kept at a minimum — only \$5.

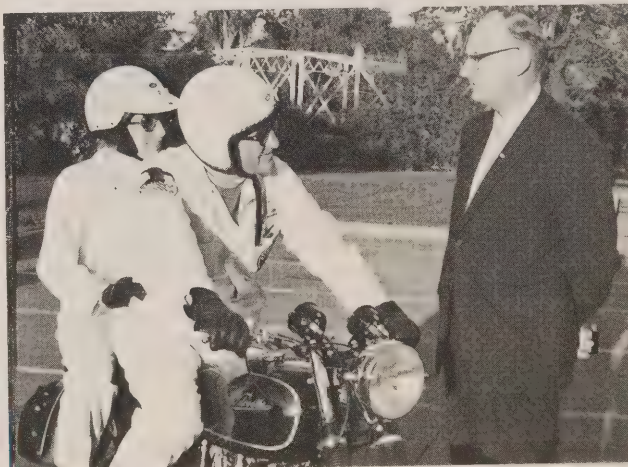
"We want to teach them survival," says Stu. So when the Ottawa River freezes over, the whole class goes out on the ice to learn first-hand the techniques of anticipating and controlling skids. During the summer, oil or sand is used to duplicate ice conditions. Instructors want their students to be prepared for every eventuality, from a surprise pot-hole to driving in bad weather conditions.

Over the past couple of years, the Ottawa Safety Council motorcycle course has had some interesting graduates — husband and wife teams, a grandmother and a grandfather, and once a whole family — mother, father and four children, who intended to buy three high-powered bikes for long-distance touring.

Most of their graduates, however, are teen-agers of both sexes. When you ask them how they heard about the course, the response is usually, "A friend told me." While little publicity is given the course, news of it spreads by word-of-mouth and the high school grapevine. For one course enrolment 125 people turned up to put in their applications.

Since the courses are limited to about 50 students, many of these had to be turned away. "They won't wait — they still go away and learn on their own," says Ottawa Safety Council president Jim Bancroft.

"But where, and how, is what concern us."



Jim Bancroft (R), president of the Ottawa Safety Council, with two motorcycle course instructors: chief instructor Stu Munro and, riding pillion, Mrs. Betty Webster, an Ottawa housewife and mother of two.

Coming events

August 17 - Sept. 4 — Ontario Motor League teacher preparation courses in driver education — at Toronto, Hamilton, London, Ottawa, and Thunder Bay.

Pollution



That brownish-grey crud hanging in the air around most of Ontario's major cities can't be entirely credited to generating plants of local industry.

Motor vehicles are a major source of city pollution.

During the day, your car will toss out a couple of pounds of hydrocarbons and carbon monoxide in the form of noxious fumes and gases . . . adding its little contribution to the big sum total that goes to make up air pollution.

But motorists too can do their bit to combat air pollution. And, in doing it, they can knock a few dollars off their weekly gas bill beside.

You use up a lot of gas in the stop-and-start of city driving. Rapid acceleration wastes gas. When you really step on it, up to one-third of the gas you inject into the engine won't be burned, and it comes out your exhaust in the form of fumes. Result: pollution. Rapid deceleration also wastes gas.

The tuning of your car can greatly affect the amount of exhaust it produces. If your carburetor isn't properly adjusted, your rings or cylinders not in good condition, the timing of your engine off, your car will be burning more gas and producing more exhaust than it should. The type of oil used in

your car is another factor. If you're using the wrong type of oil for your engine, your car won't be able to make efficient use of fuel.

During the colder months, many motorists leave their car engines idling to "warm up". This isn't necessary. Simply start your car up and drive it slowly until the engine runs more smoothly. Don't leave your car running unattended. Your car will waste more gas in the interval you are gone than it will in starting up again.

Later model cars, from 1969 on, are equipped with an exhaust emission control device.

Yet they still emit .06 pounds of hydrocarbons and .75 pounds of carbon monoxide per gallon of gas burned. Cars made before this date give out an average of .2 pounds of hydrocarbons and 2.3 pounds of carbon monoxide with each gallon of gas burned. Emission control devices which can be fitted on older model cars are not yet available.

But in the meantime, the way you drive your car can greatly affect the amount it contributes to pollution. Slow acceleration, slow deceleration, good car tuning and gas conservation practices make sense, both in terms of ecology . . . and economy. •

Traffic Safety Roundup

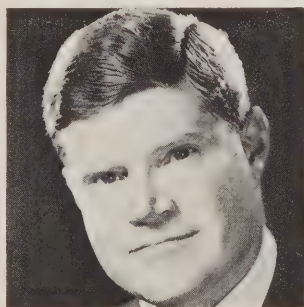


GANANOQUE — The Thousand Islands General Radio Service Club, a citizen's band group operating out of Gananoque, is conducting an all-out drive for highway safety this summer. One incentive program they've adopted is a monthly safety award for motorists in Kingston and surrounding areas. The first award winner, Mrs. Shirley Neagle of Kingston who drives a school bus for handicapped children, is presented with her award on May 26 by Robert Claw of Thousand Islands G.R.S.

BARRIE — It's graduation time . . . and in Barrie on June 16, the Police Department held a special ceremony saying goodbye to this city's safety patrolers, who are graduating from grade eight. Constable Robert

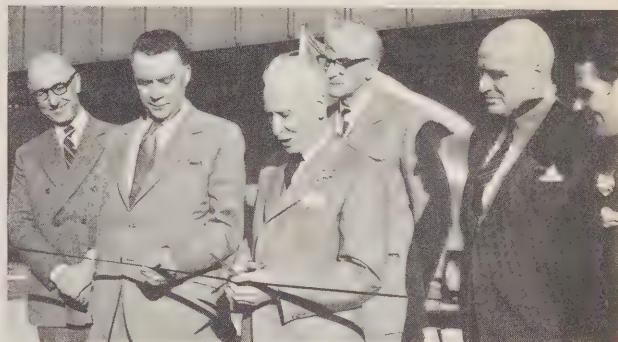


Thompson (above, L), and Bill Le Sauvage, of the Ontario Motor League, pose with three of the 175 patrollers who received certificates of merit and lapel pins. On the same night, an induction ceremony was also held for 525 new patrollers.



A new president for the Canada Safety Council . . . James C. Thackray, vice-president of Bell Canada Limited for the Toronto area, was elected to his new office on May 25.

Department of Transport Opens New Ottawa Office



On June 5, A. B. R. Lawrence, Minister of Financial and Commercial Affairs, J. R. Simonett, Minister of Public Works, Irwin Haskett, Minister of Transport, Deputy Minister of Public Works T. R. Hilliard, D. M. Coolican, Chairman, Regional Council, Regional Municipality of Ottawa-Carleton, and Controller Claude Bennett of the Ottawa City Council, officiated at opening ceremonies for the new Department of Transport centre in Ottawa.

A new Department of Transport building offering a full range of services to Ottawa area residents was opened on June 5.

Located at 1570 Walkley Road in Ottawa, the new regional centre was specially planned and designed to meet the needs of motorists and will serve as a model for future regional installations.

Transport Minister Irwin Haskett was presented with the official "key" to the new building by John Simonett, Minister of Public Works, and cut the cere-

monial ribbon to declare the offices formally open to the public.

The Department of Transport centre will provide services for motor vehicle inspection, driver review, issuing over-size/over-weight permits and distributing licence plates as well. It is equipped with an off-street driving range for examining driver's licence applicants.

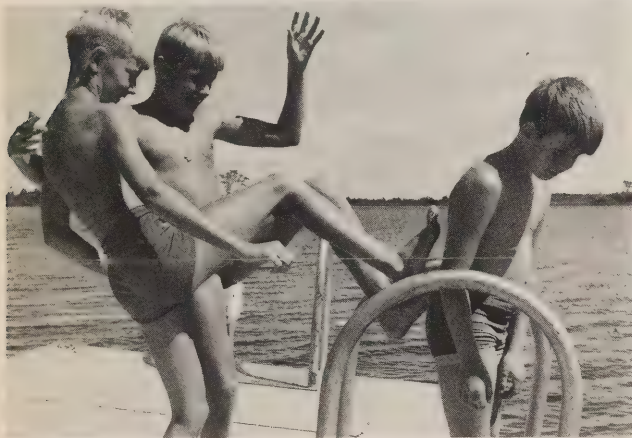
The new offices have parking accommodation for 130 cars. Telephone inquiries can be made at 731-1760. •

Water Safety

"Water, sand and sun" are three elements of a great summer vacation. For the thousands of boaters and swimmers who will take to the waterways of Ontario this summer, we'd like to add just one more — safety. Right now is a good time to think about the importance of taking special care whenever you're near water. To help you plan a safe, and happy summer in the sun, Ontario Traffic Safety presents a compact list of safety tips . . . Further comprehensive material on summer safety and boating can be obtained free of charge by writing the Canadian Red Cross Society, 460 Jarvis Street, Toronto.

INFLATABLE TOYS can be dangerous. A better water-toy for a young child is a "kick-board" made out of compressed styrofoam. It'll help develop his swimming abilities, and he won't totally rely on it for floatation. Also, unlike inflatable toys, it can't spring a leak, nor will an off-shore breeze blow it out into deeper water with your child on board.

YOUR BOAT has a small metal plate attached to it giving the maximum number of passengers you can carry. Its directions should be followed to the letter . . . or else even in the slightest chop you run the risk of swamping. Every boat should be equipped with two oars or paddles, a bailing bucket or manual pump and a small fire extinguisher.



HORSEPLAY in the water and lack of knowledge about their swimming abilities are two main factors in the high drowning rate of boys around this age. Make a good rule: no fooling around near the water, anytime.

 **ontario traffic safety**

Published monthly for the use of all who have an interest in the promotion of safer highway travel. Contents may be reprinted without reference to the Department of Transport except where credit is given to other sources. Readers with safety activities to report should write Ontario Traffic Safety, Highway Safety Branch, Department of Transport, Room 352, Ferguson Block, Queen's Park, Toronto 182.

Hon. Irwin Haskett, Minister.

Walter Q. Macnee, Deputy Minister.



START THEM YOUNG — even tiny toddlers can be taught the first principles of swimming and floating. At this age, it's a good precaution to have them wear a life-jacket whenever they're near the water.

obvious rule. But many young children, finding themselves in depths over their heads, become exhausted from attempts to swim to shore before help can reach them. Floating is far better than "panic swimming" and conserves valuable strength.

IT'S THE LAW . . . there must be a life-jacket for each person in a boat. Life-jackets quickly lose their buoyant qualities when you sit on them. To test whether your life-jackets have deteriorated in quality since you bought them, don't just toss them in the water to see if they float. Put on the life-jacket . . . it should keep your head well out of the water. The "keyhole" design life-jacket may be less easy to wear than the vest type, but has a greater ability to keep the wearer face up, on his back in the water. It's especially recommended for children.

IN A DEEP-WATER vacation area, life-saving equipment for your dock is a must. A lightweight wooden pole can be attached to the side of the dock or mounted upright on a board projecting vertically from the dock. About 50 ft. of 5/16 manilla or sisal rope with a ring buoy or float attached to the

end, coiled and ready for use, should also be standard equipment. Teach your older children how to throw it. Here's the throwing technique — split the coils, holding half in one hand and half in the other. Drop your free end of the rope to the dock, and step on it. Throw the buoy, letting the remainder of the rope peel from your hand.

WATCH FOR marker buoys when you're out boating. Some may indicate fishermen's lines, others clearly indicate water hazards. Show courtesy to waterskiers by giving them a wide berth, and stay well out of range of swimmers and small craft such as canoes or sailboats. A warning signal seen more and more frequently these days is the official underwater divers' flag, a diagonal white stripe on a red background . . . the message is, "please keep away."

WATERSKIING is no sport for non-swimmers, even life-jacketed. Water skiing at night is not only dangerous, it's an offence against the law . . . as is operating a boat towing a skier without one observer aboard. "Stunt skiing" without proper instruction and training, causes the majority of accidents.

W. B. G. Reynolds, Commissioner of Highway Safety.
Pat Michener, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.

Walking, Hiking Banned on Some Ontario Roads

Pulling off the road on a high-speed highway can be hazardous. The danger is often multiplied when the driver does it on a split-second decision ... such as when he pulls over on the shoulder to pick up a pedestrian.

This is one of several reasons why pedestrians have been banned from certain controlled access highways in Ontario. If you're found in these areas, except in the event of an emergency, you can be subject to a fine ranging anywhere from \$20 to \$100. Here are the locations:

the Queen Elizabeth Way from Toronto western city limits to Lake Avenue in Hamilton, and from Martin-dale Road in St. Catharines to Highway 405
Highway 27 in the Toronto area from Evans Avenue to Dixon Road
Highway 400 from Jane Street in Toronto to approximately two miles north of Highway 27 at Barrie
Highway 401 (Macdonald-Cartier Freeway) from Highway 35 and 115 at Newcastle to Highway 10
the Airport Expressway, Toronto from Highway 401 to Dixon Road
the Ottawa Queensway from Richmond Road to Montreal Road
Highway 402 at Sarnia from Highway 7 to Mara Street, Point Edward
the Kitchener-Waterloo Expressway and Highways 403, 405 and 406.

On highways where pedestrians are allowed, they must walk on the left side if there are no sidewalks, facing oncoming traffic. In Ontario, it is illegal for a pedestrian to solicit a ride from passing cars while standing on the roadway.

U.S. Federal Safety Agency Plans Crash-Proof Cars for the Future

That "crash-proof car," the dream of traffic safety crusaders the world over, is fast on its way to becoming a reality.

It will likely have an air-cushion restraint system to protect passengers from impact ... radar brakes ... periscoping rear-view mirror ... new lighting and bumper systems and many other safety features to minimize the possibility of injury to passengers and damage to vehicles.

Some of these new developments in car safety design are already in the testing stage, according to Douglas Toms, director of the U.S. National Highway Safety Bureau, a newly-empowered department of the American Federal Government. He and many other government officials were in Toronto for the 49th annual conference of the American Association of Motor Vehicle Administrators, Region I, held from June 28 to July 2 — an influential meeting of motor vehicle department representatives from six provinces and 12 north-eastern states.

More than 380 delegates, including motor vehicle designers and administrators, police officials, truck manufacturers and company operators plus other interested individuals attended the five-day conference.

There was a strong interest in safety standards currently being enacted or considered by the U.S. federal government. Spurred on by figures which show that an average of 140 Americans die each day in automobile crashes, the Federal government recently granted the National Highway Safety Bureau the legislative power necessary to force automobile makers to conform with strict safety standards.

Off the drawing board and into the planning stages now are air cushion restraints for car occupants, which may be available as early as 1973. A new radar device now being tested



Douglas Toms, (L) director of the U.S. National Highway Safety Bureau, spoke in Toronto recently at a meeting of the American Association of Motor Vehicle Administrators, Region I. With him is Walter Q. Macnee (R), deputy minister of Transport for Ontario and past president of the A.A.M.V.A. -Region I

automatically activates the car's brakes when it approaches too rapidly to the vehicle in front of it. A "periscope" viewer would give the driver of a car a complete field of rear-view vision.

The National Highway Safety Bureau is also looking into car bumpers which would extend out further from the front of the car automatically with increased highway speeds to protect occupants in the event of a collision. Heavy-duty shock absorbers, four-wheel disc brakes, improved rear and side windows and stronger car frames will all be introduced within the next few years, according to Mr. Toms.

Many other topics of common interest to motor vehicle administrators were covered in a series of business sessions and committee meetings — driver training, recreational vehicles such as snowmobiles, motor vehicle inspection, trucking.

A further report on the 49th annual meeting of the A.A.M.V.A. is given on page 5.



On pages 3 and 4 of this issue, Ontario Traffic Safety features a chart illustrating the new organization of the Ontario Department of Transport.

The Department was recently restructured into two divisions: the Registrar's Division, headed up by Robert H. Humphries, Registrar of Motor Vehicles, and the Transportation Division. David M. Duncan, Q.C., formerly the legal director of the Department of Transport, is acting executive director of the Transportation Division.

Belts Save Lives in Crashes Up to 60 mph, Study Shows

Some years ago, A.B. Volvo, a car-manufacturing company in Sweden, did a study of accident cases to find out how effective seatbelts were in preventing traffic deaths and injuries. During a one-year period, March 28 1965 to March 28, 1966, they collected data on more than 28,000 collisions involving 35,551 front-seat occupants, both belted and unbelted.

At collision speeds of up to 60 mph, belted motorists came out alive.

Unbelted motorists started receiving fatal injuries at speeds as low as 12 mph.

Injuries also were substantial-

ly reduced by the use of seatbelts... especially injuries to the head and upper torso, which were 60-85 percent lower as compared to those sustained by unbelted drivers and front-seat passengers.

While more than 98 percent of the cars involved in the survey were equipped with safety belts in the front seats, the analysis revealed that they were used on an average by only about 25 percent of drivers and 30 percent of front-seat passengers. This percentage of seatbelt use was found to increase greatly at speeds over 30 mph. The majority of accidents reported, how-

Last year, motorists logged 28 billion miles on Ontario roadways. Peak travel time for this province's three million motorists was the summer months of July and August.

If you're intending to join this crowd of holiday travellers, the Department of Transport hopes you'll give yourself a real safety advantage this summer, and in the following months, by belting in and buckling up... all facts point to those few seconds spent fastening a seatbelt as one of the most important investments in safety you'll ever make.

ever, occurred at speeds of 15 to 30 mph.

The survey produced concrete evidence to show you are far safer staying inside your car in the event of a collision. Unbelted motorists were thrown from their cars in 159 of the reported cases.

Of these, ten were killed and 59 sustained serious injury. The risk of fatal injury was multiplied more than 10 times for those who were ejected out of their automobiles as compared to those who stayed inside their cars in a collision.

The type of belt used in the cars involved in the analysis, all Volvo models, was the 3-point

lap and diagonal harness. The engineers who conducted the study of these 28,000 accident cases concluded that this type of belt:

- * substantially reduces the frequency of injury of all kinds and the frequency of certain injuries — for example, to the head and the upper torso — very substantially.
- * does not cause any serious injury to the wearer, but in some severe accident cases slight injuries such as cracks in single ribs and bruises were sustained.
- * offers effective protection against the danger of ejection.



Audrey Hamill and daughter Barbara

An experienced driver whose safe-driving record stretches over 16 years, Mrs. Audrey Hamill of Toronto still admits to being "a bit cautious".

So when she set out on a holiday jaunt to Gravenhurst on June 27, she advised her passengers — sister Barbara Tomlinson of Montreal and her son David 14, and her own daughter Barbara, 14 — to do up their seatbelts for the journey.

It was a precaution that saved their lives.

Driving north on the 400 highway, Mrs. Hamill's car went out of control at 60 miles an hour, crossed the other lane of the highway and rolled over several times before coming to a halt on the west shoulder. Mrs.

Hamill sustained head lacerations. All others in the car were shaken up but unhurt.

"I was driving behind a very slow car," says Mrs. Hamill. "When I turned out to pass, my wheel caught a ridge or depression of the median strip and the car ricocheted over the south-bound lane."

"I'm just thankful to be alive."

The Ontario Provincial Police who investigated the accident credit the seatbelts with saving Mrs. Hamill's life and the lives of her passengers. "My husband later told me that if I had been wearing a shoulder belt, I wouldn't have received my head injuries," says Mrs. Hamill.

"I'm going to be wearing both of them from now on."

Doctors to Wage Campaign For Greater Seatbelt Use

RX for Safety: Wear a seatbelt at all times when driving a car.

Don't be surprised if your family doctor gives you this safety prescription along with his regular medical advice next time you pay him a visit.

Last June 15-18, 1400 doctors from across Canada congregated in Winnipeg for the annual meeting of the Canadian Medical Association. One of the items on their agenda dealt with seatbelts and their use both by the public and members of the profession.

In recognition of the great safety value of seatbelts, the doctors passed a motion requesting legislation which would require seatbelt use, by law, in all vehicles on the road. They approved a motion calling for a broad educational program on seatbelt use for members of the profession and their families. And they pointed out to those attending the conference that not wearing your seatbelt can be

costly in terms of money as well as health... as illustrated by recent court decisions which reduced the settlements made to persons injured in car collisions because they were not wearing seatbelts. These legal precedents, say the doctors, are a warning to motorists that they have a legal and financial responsibility, as well as a moral responsibility, to take safety precautions both as passengers and drivers in cars.

The C.M.A. is also suggesting that along with medical advice, doctors dispense a little free safety advice by telling patients to buckle up... and stay healthy.



Coming events

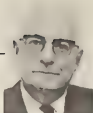
September 21 — Canadian Society of Safety Engineering, second annual conference, Constellation Hotel, Toronto.

"Seatbelts keep you from getting a pane in the head."

Ontario Department of Transport Organization Chart



Hon. Irwin Haskett
Minister of Transport



E. J. Shoniker
Chairman
Ontario Highway Transport Board



W. Q. Macnee
Deputy Minister of Transport



R. H. Humphries
Registrar of
Motor Vehicles



D. M. Duncan
Executive Director
Transportation Division



H. N. Gilchrist
Director
Accident Claims



W. J. McIntyre
Director
Drivers Branch



A. M. Gartshore
Deputy Registrar
of Motor Vehicles



H. J. Aiken
Director
Vehicles Branch



W. B. G. Reynolds
Commissioner of
Highway Safety



S. Tenduf
Director
of Personnel



D. M. Powers
Chief Accountant
Accounts Branch



J. P. Davey
Coordinator
Program Analysis



R. Cowley
Director
Engineering
Operations Branch



Director
Legal Branch
(vacant)



K. W. Foley
Director
Economic
Analysis Branch



W. B. McCarter
Director
Engineering
Research Branch

AAMVA Conference Probes Drinking Driver Problem

How can we identify drivers' licence applicants whose attitudes may cause them to be bad drivers? What can be done about the problem of the drinking driver? What are other jurisdictions doing in the way of legislation to control recreational vehicles - snowmobiles, hovercraft, trail bikes?

Trading notes and ideas on these and other topics which confront administrators of transportation in the 1970's were

more than 380 delegates attending the 49th annual conference of the American Association of Motor Vehicle Administrators, Region 1, in Toronto June 28 to July 2. Member provinces and states represented were New Brunswick, Newfoundland, Nova Scotia, Ontario, Prince Edward Island, Quebec, Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont. This wide-spread organization has as its purpose the promotion of uniform laws and regulations concerning drivers and vehicles, plus the advancement of greater highway safety for all.

Bad drivers - drivers who operate their vehicles with expired licences, who drink or have psychological problems that handicap them for driving, pose a difficult control problem to motor vehicle administrators. The drinking driver in particular according to Douglas Toms, director of the U.S. National

I. Leslie Rountree, chairman, board of trustees, Ontario Science Centre, invites delegates to visit the centre.



Left - At the "Safety Smorgasbord", Mrs. Isabel Burgess, a member of the National Transportation Safety Board, Department of Transportation, Washington, D.C.

Bottom left - Russ E. MacCleery, administrative vice-president, Automobile Manufacturers Association, Detroit, Michigan, speaks to delegates.

Below - Executive director of the A.A.M.V.A., Louis P. Spitz, (l.) and Will Bachofner, National President of the A.A.M.V.A., speak with Hon. R. B. Macdonald, Lieutenant Governor of Ontario, who welcomed delegates at the 49th annual meeting of Region 1.



An important task for delegates at the conference was the election of new officers. Harry H. D. Cochran, (R) of the Provincial Secretary, New Brunswick, was elected secretary treasurer. Next to him is Brigadier General R. E. McLaughlin, registrar of Motor Vehicles for Massachusetts, the new president and retiring president W. Q. Macnee, deputy minister of Transport for Ontario. Vice-president is R. H. Rhodes, Commissioner of Safety for New Hampshire.

Highway Safety Bureau and Philip Farmer, executive director of the Canada Safety Council, is estimated to account for 50 percent of all fatal traffic collisions in the U.S. and Canada.

Mr. Toms said the National Highway Safety Bureau is planning a program which would include special identification of chronic drunk drivers, drinking driver clinics, and possibly a special law branch which would deal with repeaters in order to get them to stop drinking and driving. Other suggestions on coping with this problem driver were weekend jail terms, social and psychiatric care and a court system which would handle only alcoholic drivers.

In many cases, the motor vehicle administrators concluded, many persons whose licences have been suspended still continue to drive. This 49th meeting of the A.A.M.V.A. - Region 1 passed a resolution



Dr. William Kellar, professor of Psychiatry, the University of Louisville School of Medicine, drew laughter and applause with an informal dinner speech on Monday night.

which would provide for widespread control of drivers and vehicles. In the not-too-distant future, according to the resolution, member states and provinces may be linked by a computer-communications network which would allow an exchange of information on all registered drivers and vehicles.

An important task for A.A.M.V.A. members at the conference was the election of new officers to the 1970-71 executive (see picture above, top right). Other officers elected to the A.A.M.V.A. Region 1 executive included Enor J. Johnson, acting commissioner, State of Maryland Department of Motor Vehicles, who was appointed to the executive board of - Region 1; and Robert Humphries, registrar of motor vehicles, Ontario Department of Transport, who was appointed to the A.A.M.V.A. National Executive Committee.

Traffic Safety Roundup



ELGIN - Wheeling through a serpentine course is Gene Patterson, one of 15 school bus drivers who tested their skills at the



Midsummer Madness

Jaywalking reaches epidemic proportions during the summer months and this young man, like thousands of others, thinks it's easier to dart through fast-moving traffic than to wait to the nearest stop-light, not half a block away. It may be easier, but it's certainly more dangerous, as recent Department of Transport figures show. As of May of this year, pedestrian fatalities had jumped 11.5 percent over the first five months of 1969. Take that extra few minutes to cross at the corner ... and be safe.



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Hon. Irwin Haskett, Minister.
Walter Q. Macnee, Deputy Minister.

two classes, one for men and one for women. Winner in the women's division was Rosetta Churchill of Athens, leading male contestant was Ron Tinkness of Elgin.



PETERBOROUGH - This city's enviable record for traffic safety in 1969 won it a first-place ranking for cities over 40,000 population from the Canada Safety Council recently. Presenting the citation was W. J. Sturges, (L) at an Ontario Safety League luncheon, June 16, is Transport Minister Irwin Haskett. Mayor of Peterborough J. D. Cumrick (R) holds the award won by Peterborough for completing Safe Driving Week (Dec. 1-7) without a traffic fatality.



"Crossover Courtesy" Speeds up Traffic

don't know the rules for their use ... simple rules, based on common sense and courtesy. The result is traffic tie-ups and, sometimes, collisions.

The pedestrian has the right of way at a crossover - but under the Highway Traffic Act, he has to give approaching motorists ample warning of his intention to cross.

Drivers are only obliged to yield the right of way to pedestrians in the crossover on their side of the roadway, or approaching their side of the roadway. Some drivers mistakenly wait until the pedestrian has crossed in front of them, crossed over the other side of the roadway, and reached the sidewalk before starting up. This causes unnecessary delay in the movement of traffic.

Under the Highway Traffic Act, drivers cannot pass within

WANTED:

A hero. A truck driver who knows he's heard of who has performed an act of heroism before the call of duty. This individual is eligible to receive Ontario's Canada's National Truck Hero Award - 1970 ... a commemorative trophy, a Rolex watch, a VIP holiday weekend for two in Toronto and a cash award of \$500.

In addition, you'll receive a \$100 award for the information leading to his discovery.

The act of heroism should have taken place during the year ended September 30, 1970. All entries must be in letter form and state the name of the hero, the act of heroism and supporting evidence, such as press clippings, witness's statement or other documentation.

If you know of someone who feels deserving the Dunlop award, write to: Dunlop National Truck Hero Award Committee, c/o Canadian Safety Council, 30 The Driveaway, Ottawa 4, Ontario.

100 feet of a crossover ... even if there is no pedestrian in the crossover at the time.

These are the rules regarding the use of crossovers - but there are still a few fine points on courtesy drivers and pedestrians should remember.

Pedestrians who want to use a crossover should not use their right-of-way privileges like a bat. If traffic has already been held up at the pedestrian crossover for some time, wait and let cars go by before stopping traffic again. Don't stop at a pedestrian crossover unless you intend to cross.

Drivers who slow their cars and then creep slowly toward the crossover while a pedestrian is inside it will only make him nervous and hesitant to proceed. Come to a full stop, showing your intention to yield right of way.

W. B. G. Reynolds, Commissioner of Highway Safety.
Pat Michener, editor.



ontario traffic safety

Published in the interest of traffic accident prevention by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.

Driver Training Accelerates In Ontario

In Ontario, one of the fastest-growing subjects on the high school agenda is driver education.

In the school year 1967-68, 303 high schools offered driver education to their students. In 1969-70, this number had jumped to 465 — an increase of about 53 percent.

In 1969 there were 571 high schools in Ontario.

The number of students graduating from driver education courses has grown greatly. In 1968, 15,153 successfully completed a driver education course. In 1970, 23,699 passed.

Do high school students think a driver education course is beneficial? According to one survey just recently completed, the answer is an overwhelming "yes".

Last year the All Canada Youth Council, a group of young people sponsored by the Insurance Bureau of Canada and concerned with traffic safety for their age group, conducted a survey of 1606 students who had taken driver education courses. Of these, only 65 thought driver education was of no value. The remainder, 1,541 felt it had offered them a useful learning experience.



● emergency ● emergency ● emergency ● emergency ● emergency ● emergency ●

Drivers who don't get out of the way for emergency vehicles pose a real problem in Ontario, especially in some of our bigger cities.

Under the Highway Traffic Act, drivers must pull off to the right-hand side of the roadway for an ambulance or a fire truck when it is sounding a bell or a siren or is flashing a red light. Failure to do so carries the penalty of a fine ranging from \$20 to \$100.

In rush hour or congested traffic situations, police suggest that motorists turn off onto side streets or driveways to "make room" if curb lanes are full. For a sick or injured person on his way to the hospital, those few seconds gained in traffic can often spell the difference between life or death.

Traffic Deaths, Injuries Take Sharp Drop in 1970

Deaths and injuries due to traffic collisions took a sharp drop in Ontario during the first six months of this year.

According to Ontario Department of Transport figures, there was a 14.7 percent reduction in the number of deaths and a 5.1 percent reduction in the number of injuries, compared with the same six months of 1969. Fatal collisions dropped 13.4 percent and non-fatal collisions 3.7 percent.

"An intensive analysis is now underway to pinpoint the reasons for this welcome decrease," Hon. Irwin Haskett, Transport Minister said.

He pointed out that the steady decline in fatal and non-fatal collisions followed the

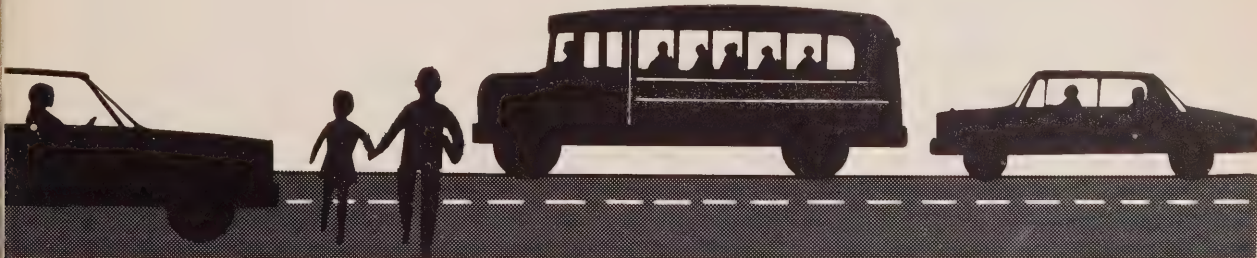
introduction of the .08 percent blood alcohol content legislation last December. It is now a criminal offence to be in care or control of a motor vehicle if more than .08 percent alcohol is present in the blood.

The Department is also investigating the possibility that increased seat belt use might be a factor in the reduction of deaths and injuries. During the past year, the Department has sponsored seat belt programs in many localities and has emphasized the value of seat belt use through meetings and through the news media.

Here is a breakdown of the statistics for the first six months of 1970, with corresponding figures for the previous year.

	1969	1970	Percent Change
Deaths	742	633	— 14.7
Injuries	34,341	32,590	— 5.1
Collisions resulting in death or injury	23,811	22,870	— 4.0

The number of drivers fatally injured in collisions decreased by 17.7 percent over the first six months of last year. Passenger fatalities were down by 23.2 percent. Pedestrian fatalities, however, were up, with 157 persons killed in the first six months of 1970 as compared to 146 in 1969 — an increase of 7.5 percent.



Those familiar yellow school buses will soon be plying the highways of Ontario again, transporting more than 400,000 Ontario school children back and forth to school each day.

You can help them and their precious passengers get home

safely.

Remember that when you are overtaking or meeting a stopped school bus, with red signal lights flashing, the law requires you to stop if you are on a highway where speed limits exceed 35 mph. — unless you are on the

other side of a highway divided by a median strip.

A "median strip" is that part of the highway constructed so as to separate traffic travelling in one direction from traffic travelling in the other direction by a strip of pavement more than 10

feet in width, a physical barrier or an unpaved strip of ground.

Stop well behind or in front of the school bus and come to a complete stop. Don't start up again until the bus starts moving again or the signal lights are no longer operating.

Getting Along With TRUCKS

by Pat Michener

Truck driver Curt McCulloch is a big man who looks even bigger when he's sitting in the cab of his thundering tractor-trailer.

Perched nine feet above the roadway, he overlooks the traffic with the practiced eye of an experienced professional who's driven over 20 years and averages 2,000 miles per week, year in and out.

Like the many thousands of professional drivers in Ontario who are engaged in hauling everything from the milk on your breakfast table to the car you go to the movies in, Curt realizes that the average motorist is awed, if not actually frightened, by his mammoth tractor-trailer combination.

"Maybe we scare them a little..." but they scare us too!"

Recently we took a trip from Toronto to Lansdowne, some 30 miles from Kingston, Ontario, in Curt's big Smith Transport truck. Looking down from the cab, we saw drivers who skirted timidly around the edges of the van and hung back, afraid to pass. This kind of motorist gives truck drivers the jitters, says

Curt. "If you're going to pass, pass quickly... and get well out and around before pulling in."

Many drivers don't realize that a truck hauling a load that can range up to 118,000 lbs. just can't slow down as quickly as a passenger car. If a truck driver

between himself and the newcomer.

Likewise, a truck pulling a heavy load takes a long time to build up to a good travelling speed. That's why the driver who is most universally disliked by truckers, Curt says, is the one



On expressways crowded with trucks and big tractor-trailer units, the motorist who doesn't realize a few basic facts about trucks can sometimes be at a real disadvantage. In this article, Smith Transport driver Curt McCulloch gives motorists some tips for friendly co-habitation on the highways.

has to stop suddenly, he runs a double hazard — he could either jack-knife or shift the load he's carrying. This explains why, when traffic is heavy but moving quickly, trucks may tend to "hold things up" by driving below the speed limit. It also explains why truck drivers like to keep a good distance between them and the car ahead — it takes them at least twice the distance to stop as a car travelling at 60 mph.

Curt suggests that you might remember this next time you're pulling in front of a truck. If a long string of cars has preceded you into the same space, remember that a truck driver is only human and he won't keep backing up forever. That "safe stopping distance" between you and the truck behind is even more vital to you than it is to him.

The driver who pulls in just ahead of a big tractor-trailer combination is also taking a chance. Where the driver of a regular passenger car would just ease up on the gas a little, a truck driver often has to brake to keep a healthy distance

who pulls right in front of the tractor — and then slows down.

The big Smith Transport truck Curt drives out of Toronto almost every day during the week has two blind spots.

One is right behind the van, where a small car is practically invisible. Another is right beside the back wheels. If you find yourself in either of these places, drop back or hurry up and pass.

Truck driver Curt McCulloch uses his signal lights faithfully when he's driving on the highway. He considers them extremely important for safe driving. Sitting up above the roar of the engine, he has to rely mainly on visual signs of drivers' intentions. When you want to pass a truck, don't use your horn but draw back a little and put on your signals. Most truck drivers will respond to your courtesy and let you pass.

On occasion, you may find yourself being tail-gated by a tractor-trailer moving at speeds up to 60 mph. This usually happens because the truck just doesn't have the rapid acceleration to pull out and pass

quickly. If you don't want to be hurried, simply slow down and let him go by.

Snow, sleet, ice, hail — Curt McCulloch has driven in them all and says they don't bother him. As an experienced driver though, he's found that fog conditions are most dangerous and prefers to pull off the road rather than run the risk of coming up on some driver whose tail-lights aren't working.

In slippery weather, it's not the truck pulling a big load you have to worry about but rather the van coming back empty or with a light load. Curt explains that with the reduced weight, the trailer will not have as good traction and runs a greater risk of swinging about.

Sitting up high above the traffic, Curt looks down on a car pulling a trailer and shakes his head. "That guy is far too close to the car ahead," he tells me. "He just can't have any idea of the weight he's pulling." Map-reading vacation drivers, who wobble over the white line at 60 mph, also pose a danger to a truck driver.

But as a truck driver, Curt's biggest concern is the motorist who weaves in and out of the traffic at speeds up to 90 mph with his wife and children in the car. Curt, a family man with four children of his own, looks down at the kids waving up at him and he's worried. "A man who drives like that," he says, "just can't have much respect for the lives of his wife and children."

"Fuel-Hardy" Motorists Cause Traffic Tie-Ups

That sheepish-looking motorist you see stranded beside his stationary car on the shoulder of a Toronto expressway probably hasn't experienced engine failure, or even a flat tire.

Chances are he's just out of gas.

The Ontario Motor League, Toronto Club, reports that during the months of March, April, May and June, motorists stranded without gas accounted for about 40 percent of the road service calls they received from the 187 emergency call boxes installed on the Gardiner Expressway and the Don Valley Parkway.

That means over 1100 breakdowns which caused traffic tie-ups and delays were due to just plain carelessness.

Flat tires, which used to be a major problem, are now in third place as a cause of breakdowns. Second is stalled-out engines, which may be due to fuel pump failure, over-heating or other causes.

Be a gauge-watcher. Check your gas and oil level frequently and you won't be caught up short. ●

A Reminder....

How long is it since you really looked at your driver's licence?

Maybe you'd better pull it out and take a good look at the expiry date, registered in the upper right-hand box, right now.

Some motorists get a nasty shock when they produce their licence for a policeman... only to be informed that they're driving on an expired licence and are automatically subject to a fine. If the licence has been expired for over a year, a driver must take an examination to get a new one.

Your permit to drive is valid for three years from date of issue. The expiry date falls due on your birthday at 3-year intervals.

Check your licence occasionally to make sure it is still valid... you can save yourself a lot of time and trouble.



Protect Your Child With Car Safety Restraints

Bumps, cuts and scratches are generally "just part of growing up" during the childhood years.

But the Department of Transport hears too many reports of childhood injuries that are often entirely preventable. These are the injuries sustained by children riding in cars involved in collisions or in panic stops.

They range all the way from a broken finger to a broken head, causing permanent brain damage and retardation. Last year 1,514

children up to the age of four were injured as passengers in cars. This is 501 more children than were injured as pedestrians.

You wouldn't let your small youngster run out into a busy street. But... facts show his chances of being hurt as a pedestrian are less than as a passenger in your car. Because of their light weight, children are far more susceptible than adults to being tossed around in the event of a collision or a sudden stop. Even at low city speeds of 20-30 mph., an unrestrained child runs a risk of serious injury or possibly death.

General Motors infant seat (top left), General Motors child seat (bottom left) and Ford's Tot-guard (top right) can be transferred from automobile to automobile and make use of regular lap seat belts already in the automobile. Harnesses of the variety shown on the bottom right are anchored to the car frame.

If you're lucky enough to have a healthy, normal and active child, keep him that way by protecting him at all times as a passenger in a car. The pictures on the left illustrate various child restraint devices now available on the market. Children 50 lbs. in weight or over can wear regular seatbelts cinched to ride low around the thigh and pelvic region. A stiff cushion can be put under the child so he can look out the window.

Check-list for Safe Cycling

Will your youngster be giving his bike to and from school this fall?

If the answer's "yes", then now is a good time to check up on the condition his bicycle is in after the wear and tear of summer vacations.

You wouldn't drive a car with poor brakes... faulty steering... bad wheel alignment. These defects in a bicycle can be equally dangerous for a child.

This nine-point guide for a safe bicycle can be made the basis of a regular safety check. It's just as important as a safe driver is a good driver. Don't turn your child out on the road before he knows the rules of safe cycling and shows his responsibility by using them.

These are the safety practices a bicyclist must follow:

Hand signals at all times — left arm out and up for a right turn... out straight for a left turn... out and down for a stop.

Obey all traffic laws, signs and signals.

- Ride in single file, close to the curb.
- Walk a bike across a busy intersection and don't ride on sidewalks.
- Don't ride double on a regulation bike.

Wheels — check for bent or missing spokes. Wheels won't run true if all spokes aren't tight and in position. Keep axle nuts tight.

Seat adjustment — if the car seat is not properly adjusted you can't drive without strain and fatigue. It is the same with your child's bike. Check nut to make sure it's tight.

Bell — law requires the horn, bell or gong be loud and clear.

Lubrication — front hub, head bearing, coaster brake, and crank bearings need good multi-purpose grease. Chain and pedals need good light machine oil.

Tires — check for cuts and bruises. Keep pressure up.
1 1/4" tires... 50-65 lbs.
1 3/8" tires... 40-60 lbs.
1 1/2" tires... 35-55 lbs.
1 3/4" tires... 30-50 lbs.

Lights — for night riding. There must be a white or amber front light, a red reflector or light on rear. Red reflective material at least 10" long, 1" wide must be on the back fender. Front forks must have white reflective material at least 10" long, 1" wide.

Brakes — are just as important on a bicycle as on a car. Keep them properly adjusted.



Steering — keep handlebars straight, tight and right height. Keep handlebar nuts tight. Make sure grips are snug.

Chain — should be cleaned and oiled regularly. Check for weak links. Keep proper tension. About 3/4" up-and-down movement is correct.



Sergeant Peter Bromley and young friends.

Value of Safety Instruction Measured in Lives, Not Dollars

RESOLVED: that the Ontario Traffic Conference recommend that all municipalities have safety officers appointed in their police departments to teach safety in accordance with established methods and techniques.

This resolution, passed by traffic safety officers and police officials attending the Ontario Traffic Conference meeting held May 31-June 3, in London, should provide more impetus to a growing trend. More and more police departments across Ontario are hiring full or part-time safety officers to work with school children and teach them the vital basics of safety.

What do these special officers do? How do they justify the extra expense in taxpayers' money?

Take a look at the busy schedule of Sergeant Peter Bromley, a traffic safety officer with the Burlington city police. During the school year, he and his assistant, Constable John Gushie, will deliver an average of about 800 safety talks each to classes of 30 to 40 children at each school in the Burlington area. In addition, their workload includes many other projects—the co-ordination of a school safety patrol force numbering 650 children, the operation of a miniature "safety village" designed to teach younger

children the basics of safe walking and riding.

Peter Bromley feels the work he does is extremely important. He points to the fact that up until a few months ago, the city of Burlington numbering 82,000 people had been accident free for three years, with no pedestrian fatalities or injuries due to traffic collisions. The saving of young lives through traffic safety instruction is one of the best reasons he can think of for having special traffic safety officers on staff. Another reason he lists as simply, "public relations."

"Some policemen say they're not running in a popularity contest. That simply isn't true". He feels that unless the basics of co-operation and friendship are established early, the job of a policeman can be a difficult and unrewarding one.

Tiny tots of four and five, fresh into their kindergarten year, look forward to the frequent visits of the Burlington safety officers—up to six a year. This is where the basics of pedestrian safety must start, says Peter Bromley. With older children, he stresses bicycle safety since by any conservative estimate there are up to 15,000 bicycles in use on Burlington streets. Films are seldom used in these classroom talks. "They're

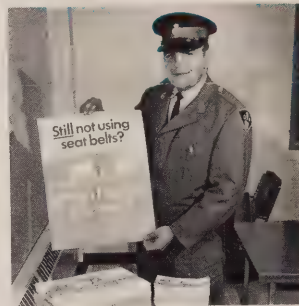
the easy way out. Ours should be a job that no one else can do".

Students in grades six, seven and eight are encouraged to ask questions about the law in order to promote an informed and intelligent view of the way it functions in their community.

Peter Bromley admits he

might be out of a job if parents and teachers both put more emphasis on safety and safety instruction. But with a crowded curriculum and a busy home-life, this is the only safety instruction some children may ever receive. "I wouldn't give up this work," he says. "Everybody has a job in life . . . this is mine".

Traffic Safety Roundup



ALGOMA—This district observed a special Seat Belt

Safety Week from June 28 to July 4. Here O.P.P. Constable Roger Kolari shows the posters, placemats, dashboard stickers and obtained from the Ontario Department of Transport, which were distributed to restaurants and garages throughout the area.

LISTOWEL—A king-size bicycle rodeo for students from Elma and Wallace townships and Listowel attracted 247 boys and girls last June. Cpl. Harvey Thompson of the Listowel Police was general chairman of the event, jointly sponsored by the Listowel Police Department, Listowel O.P.P. detachment, local merchants, township council and others who provided the prizes and money to finance the program. Judges included employees of the Listowel Transport Lines.



SARNIA—Sarnia city police are now the pleased owners of a new safety van, bought with contributions from the Sarnia and Lambton County Independent Agents' Association, four Sarnia Independent Adjusting Offices, the Sarnia Safety Council and the Sarnia Police Commission. Presenting the keys of the new van to Constable Dillon of the Sarnia Traffic Division is W. J. MacPherson of MacPherson Adjusting Service Limited, and Peter Link, president of the Lambton County Independent Agent's Association.

ontario traffic safety

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Hon. Irwin Haskett, Minister.

Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.

Pat Michener, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.

Insurance Cuts up to 28% For Driver Training Grads

Car insurance cuts ranging up to a bargain 28 percent will provide an extra incentive for young people to take driver education this fall.

New rate cuts for driver education graduates were recently announced by the Canadian Underwriters' Association which represents 69 general insurance companies. The extra reductions will be in addition to the 15 percent discount normally allowed young drivers who successfully complete a driver education course.

Effective October 1, a 16-year-old driver who drives his own car will realize a saving of about \$107 on his insurance, bringing the cost down to \$317 from \$424 for \$50,000 public liability. Additional reductions are available on third party liability and collision coverage as well.

The new insurance plan will see young drivers with accredited training treated as if they had been collision-free for one year, giving them an additional

reduction in premium of approximately 13 percent.

Young drivers with training who are now classed as collision-free for one and two years will be placed in the two- and three-year collision-free categories, with reductions amounting to about eight and 13 percent respectively.

The young driver who has completed three years without a collision will be treated as such and placed in the three-year collision-free category, since this is the lowest-rated category at present. However, he will continue to receive the 15 percent discount available to driver training course graduates, right up to the age of 25.

The cost of a driver education course varies in Ontario schools, ranging up to \$60 expense to the student. Under the new discount this initial expense will be quickly recovered. A young person who starts driving at age 16 will receive reduced rates for nine years if he has completed a driver education course.



WHICH YOUNGSTER DID YOU SEE FIRST? . . . Witches are "out" this Halloween, because they're just too hard to pick up in the headlights of approaching cars. Remember to costume your youngsters in night-visible, light-colored clothing. And if you're driving your car the night of October 31st, keep a special lookout for excited little pedestrians on their Halloween rounds.

OML Courses Graduate 153 New Driver Instructors

When your classroom is the cockpit of a helicopter or the front seat of a police cruiser, even summer school can be fun.

The "students" who learned their lessons in such unorthodox surroundings were the 153 teachers who took part in the Ontario Motor League driver education preparation courses, conducted jointly with the Department of Transport from August 17 to September 4. These special courses attracted teachers interested in teaching driver education from across the province and were held in five central locations: Toronto,

Hamilton, London, Ottawa and Thunder Bay.

Their schedule included special outings on night duty with city police, helicopter flights with radio traffic patrollers plus safety and driving theory taught in regular classroom surroundings. The emphasis on in-car training was increased over last year, with the teachers spending 50 percent of their course time out on the road.

The year marked the start of an up-graded teacher-training program, with the course increased in length from two to three weeks.



Back behind the wheel as a student-driver is Ken Read, a teacher at Arthur Voaden S.S. in St. Thomas, who gets some tips on in-car instruction from Clint Hoist, master instructor of the OML driver education teacher preparation course in London.

Air Bags : Mandatory by 1973?

Statistics show that seatbelts save lives, if they are used. The figures also show that a majority of motorists are not using them.

For those concerned over the thousands of yearly deaths and injuries which might have been prevented by the use of seatbelts, new hope seems to be offered by "air bags" — passive restraint systems which inflate in a fraction of a second to cushion collision impact.

While air bags are a relatively new development in the public eye, they have in fact been around for some time now. The first patent for an air cushion was taken out in 1952. Ford Motor began testing this new restraint device in 1957.

Basically the "air bag" consists of a folded plastic bag which can be stored in such locations as the steering wheel hub, instrument panel and the back of the front seat. In the event of a severe impact, a crash sensor would activate a detonator circuit which would open a high-pressure tube of gas, inflating the bag to cushion impact. The force of impact causes the gas to seep out of the bag through small vent holes in the surface.

Of necessity, the inflation of the bag is lightning-quick: .040 seconds or 40 milliseconds, less than the time it takes you to blink your eye.

According to a research paper on inflatable occupant restraint systems delivered at the Automotive Engineering Congress of the Society of Automotive Engineers in January 1968, the air bag makes possible levels of crash survivability previously unknown. An impressive case for air-bag use was made by tests conducted with live primates on the Daisy Decelerator at Alamogordo, New Mexico.

Subjected to actual crash conditions, the primates survived sled decelerations of 57 "G's", as compared to fatal injuries at 40 G's for the best of all other systems tested.

Right now, the National Highway Safety Bureau of the U.S. Federal Government is proposing to make air-bags mandatory for all new cars as of January 1, 1973.

But automobile manufacturers, both foreign and domestic, have unanimously told the National Highway Safety Bureau that their proposed deadline of January 1, 1973 is unrealistic. They project 1975 as the earliest year in which automakers could install air bags in all new cars.

The manufacturers have a variety of objections to the pro-

posed deadline. The major one is that it has not yet been proved by "real world" experience outside of the research laboratory.

In reply to the complaint that the deadline leaves not

have today, we believe that it can be done."

As one phase of NHTSB's testing program, they will be installing air bags in police vehicles.

Other problems have been cited in relation to air bag use: quality control, the extremely high levels of reliability needed for such a system; whether the noise and pressure effects caused by inflation may have any effect on the hearing of people with substandard tolerances; what protection, if any, it will offer

cars and light trucks as optional equipment.

American Motors submits that the earliest it could make air bags standard equipment is the 1976 model year.

Chrysler Corporation expects that it will be able to install air bags in volume no sooner than January 1, 1975. Foreign automobile manufacturers: Volkswagen, Japan Automobile Manufacturers Association Inc., and Renault are unanimous in maintaining that the deadline should be moved ahead to January 1, 1975.

It appears that the National Highway Safety Bureau will push ahead with its deadline. In an interview published in the magazine *Automotive Engineering* in August, Director Douglas Toms said that the automobile industry has had long experience with passive restraints and could have installed them if they wanted to. "No one was willing to step forward and put air bags in their cars voluntarily."

Car manufacturers also contend that there are several alternatives to the air bag which are now under study which might offer equal protection at less cost to the public. Financial feasibility studies do indicate that air bags may be expensive. •



With 70-75 percent of motorists neglecting to put on their seatbelts, safety experts are turning to passive restraint devices such as this inflatable air bag. Developed by engineers at Ford Motor Co. and Eaton Yale & Towne Inc., it balloons to full size in 40 thousandths of a second following a collision.

enough time for fleet testing, Douglas Toms, the energetic director of the National Highway Safety Bureau said: "To exhaustively evaluate air bags in service would take three to eight years. Calculate how many deaths you would save in eight years and then, as a government official, say you shouldn't do it."

U.S. Transportation Secretary John Volpe underlined the Federal Government's stance on air bags at a recent press conference: "From the knowledge we

in rear-end and side collisions.

General Motors Corporation has submitted that assuming all technical, design and operational problems were solved, they could install air bags on all lines as standard equipment in all passenger cars and light trucks beginning in September 1974.

Ford Motor Company, whose experimentation with air bags dates back to 1957, estimated that air bags for front right and centre occupants could be installed in all its 1975 model

*This short summary on inflatable occupant restraints and the proposal to make them mandatory vehicle equipment by January 1, 1973, was prepared for *Ontario Traffic Safety* readers from several sources: *Automatic Inflatable Occupant Restraint System*, Society of Automotive Engineers, 1968; *Status Report*, Insurance Institute for Highway Safety, Vol. 5, No. 14, August 17, 1970; plus materials submitted by General Motors of Canada Ltd., Ford Motor Company of Canada Ltd., and Chrysler Corporation.

Coming events

November 4-5—Ontario Traffic Conference, Safety Officers' Conference, Seaway Hotel, Toronto.

ment of Transport school bus seminars for Dundas, Gengarry, Stormount (Nov. 14) and Lincoln county (Nov. 21).



Jackie Stewart, world racing champion in 1969, gives this young delegate to the All Canada Youth Conference some pre-rally advice.

Young Drivers Stage Rally for Safety

Cruising side streets, zipping along country roads and sometimes bogged down in heavy city traffic, young people assembled from across Canada put their driving skills to the test in a 65-mile safety rally held in Winnipeg in August.

The rally was one feature of the fourth annual All Canada Conference of Young Drivers, a meeting of 104 young people brought together to discuss safety for their age group and sponsored by the Insurance Bureau of Canada.

Fourteen young delegates from Ontario attended the conference, which included wide-ranging discussions on such topics as car manufacturing, safe highway engineering, motorcycle safety and the widespread problem of drug use. The 27-member Canada Council of Young Drivers will be continuing their study of driver education in Canada, started last year, with the aim of presenting a case for the inclusion of driver education in the regular high school curriculum. •

Cedarbrae Public,
Waterloo, Ont.

Dear Sir

I would like to have a pamphlet. The name of the pamphlet is called How to be an expert cyclist. I want to know how to be a good bike rider. To join the club do you have to bring money? I would like some posters for myself too. I can ride with one hand so I can do my hand signals. I like my bike very much. It is a black bike. I got it for my birthday from my Grandfather. Yours Truly David Ireland

You don't have to bring money. And there's no age limit, as this letter shows, for anyone who wants to order free safety materials from Ontario Department of Transport. If you're a concerned parent, a teacher, member of an active community safety group or an eight-year-old novice cyclist, we have programs specially tailored for your needs.

The wide range of Department of Transport safety pro-

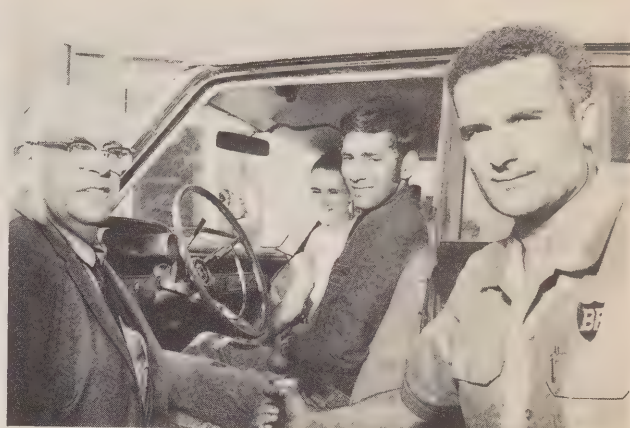
grams covers nursery school and kindergarten instruction, general child safety, school safety patrol instruction, bicycle safety, driver instruction, motorcycle instruction, safe driving techniques, seatbelt promotion, and a senior citizen program. •

New Folder on Farm Vehicles

There's a new informative folder for owners of farm vehicles available now from the Ontario Department of Transport.

The pamphlet gives the full scope of Ontario laws applying to farm implements and governing their use on provincial highways. •

You can obtain copies of this folder free of charge by writing the Highway Safety Branch, Ontario Department of Transport, Ferguson Block, Queen's Park, Toronto 182. •



SUDBURY — Wearing a seatbelt can be a paying proposition, as Mr. and Mrs. R. Deschamps of Corbeil discovered last summer. The Sudbury Branch of the Ontario Motor League ran a campaign to promote seatbelt use, giving away \$3 in gas to motorists who were found wearing their belts. Above, OML manager Elmore Leigh (L) and service station operator Nick Plutino (R) congratulate Mr. and Mrs. Deschamps, the first winners in the widespread spot-check program.

Traffic Safety Roundup



car was driven by council president Dorothy Chambers as one more reminder in a continuing campaign for safer driving in the Thunder Bay area. •

Readers' Notes:

I would like to acknowledge with hearty thanks receipt of the May 1970 issue of "Ontario Traffic Safety" and the previous issues. These publications continue to be found interesting by the staff of the Motor Licensing Section in particular and those of the other Sections of the Ministry in general. Thanks very much indeed for the goodwill and friendliness symbolized by these regular and interesting dispatches.

F. A. I. Adelaja,
Commission of Internal Revenue,
Ministry of Finance,
Internal Revenue Division,
Ibadan, Western State of Nigeria.

BOLTON — The coughs and snokes were for real, but the "burning school bus" was just part of their emergency training exercises for 113 youngsters who attended this year's school patrol officers' training camp at Cedar Glen near Bolton. Youngsters from Scarborough, North York, Oshawa, Whitby, Orillia and the Barrie area spent August 17-21 sharpening up their skills to prepare for the important job of supervising other children on school buses this fall.

THUNDER BAY — The Thunder Bay safety council boosted seatbelt use late last June with their entry in the big Lion's club parade. Trussed all round with seatbelts and plastered with seatbelt posters, this

Tire Safety

"Radial-ply", "bias-belted-ply", "retreads", "polyglass", "polysteel" — tire terminology is confusing and it's frustrating too for the average motorist out on a quick shopping trip to buy new tires for his car. A new set of tires, however, represents a big investment both in money and in safety for you and your family. In this fall edition, one of the big tire-buying seasons of the year, *Ontario Traffic Safety* gives motorists some tips on tires and tire safety.

What is a "belted" tire?

The supporting fabric or material inside each tire is made of at least two plies or weights of material. Across the width of the tire tread, additional reinforcing material can be added to make up a "belt" surrounding the tire tread. The advantage of a belted tire is that it keeps the tread from squirming or "scrubbing" since it will be more rigid and the treads will not tend to "squeeze" together at high speeds. It also reduces the possibility of aqua-planing on wet roadways.

What do the terms, "polyglass" and "polysteel" mean in reference to tires?

These terms are trademarks and indicate the materials used in making the tire. In both cases polyester is used for the carcass of the tire, while fibreglass and steel mesh respectively are used for the "belt". Polyester is of fairly recent use in the tire industry and is supposed to be stronger than both nylon and rayon.

The stronger the material used in making the belt, and the less penetrable it is, the less chance of blow-outs. Wire mesh is highly effective in this respect.

How often should tires be rotated to prevent wear?

Your car's tires should be rotated often — around every 5,000 miles. You can lose up to 50 percent of tire performance by forgetting to rotate tires to prevent uneven wear. You could tie this in with an oil change when you visit the garage.

How good are retreads? How often can you retread the same tires?

It depends on the condition



Unless you're a real pro, you can't tell much about the condition of your tires by kicking them to check for pressure. Tire experts recommend that motorists get their tire pressure checked at least once a week, since underinflation can rob your tires of 50 percent of their performance and lead to hazardous blow-outs.

of the tire carcass. If it's in good shape and if your retreading is done by a skilled workman, you'll get 50-75 percent the mileage of new tires. Once is often enough to retread tires for a passenger car.

Retreading makes most sense, tire experts say, for your winter snow tires or other heavy-duty tires such as those used on trucks. Ask for an honest evaluation of whether your tires are worth retreading.

Are you taking a chance when you buy retreads?

Go to a reputable dealer. And look for a brand name on those retreaded tires. If you can't find one, don't buy them. Don't worry about looking at the tread. The critical part of the tire is the part you can't see — the carcass which must be free of cuts and flaws.

What's the average tire life? How do you figure out the best tires for your car?

The average tire life can vary anywhere from 15,000 miles to 40,000 miles depending on the type of tire you buy. The best

inforcing cords in the tire and causing dangerous heat buildup. Tire pressure ideally should be checked once a week. Front-end alignment is also important. A set of new tires can be ruined in less than 1,000 miles if they are not in alignment.

What are the advantages of wide-track tires?

There's more rubber in contact with the road, so chances of skidding are reduced. Also, this type of tire contains a bigger "doughnut" of air, so there's less overloading on the tires. The most-abused tires in this respect, according to an industry spokesman, are station wagon tires and camper-trailer tires, which frequently are made to carry far too heavy loads.



Drivers who leave their ignition keys dangling from the car dashboard when they park are asking for double trouble.

It's an open-handed invitation to car thieves or the young person who's tempted to take it out for a joy-ride "around the block". It's also a financial offense, with penalties ranging from \$20 to \$100.

The Highway Traffic Act covers this type of negligence with a law which reads: "No person shall park or stand vehicle on a highway unless he has taken such action as may be reasonably necessary in the circumstances to prevent the vehicle from moving or being set in motion."

Stolen cars are involved in crashes at a rate about 20 times higher than all other cars so don't give a car thief a chance. Lock your car and take the keys every time you leave parked.

How do you check the condition your tires are in?

Tread wear indicators, raised bars of rubber below the tread surface, are on all tires made since 1968. When the tread wears down to the point where these indicators show up as "bald spots", it's time for new tires.

What's the most important factor in tire care?

Inflation. Underinflation causes your tires to flex more readily, breaking down the re-



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ontario traffic safety

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New Laws Will Affect Snowmobilers this Winter

From the time that first snowflake falls, and doesn't melt, thousands of Ontario residents start getting ready for the snowmobiling season.

If you're a snowmobiling enthusiast, there are some new laws you should brush up on before heading out this winter.

The scope of the laws regarding snowmobiling are outlined in a comprehensive new pamphlet now available from Department of Transport. "Motorized Snow Vehicles in Ontario" is a compact guide to the operation of your machine. The Motorized Snow Vehicles Act is also free upon request from the Highway Safety Branch, Ontario Department of Transport, Ferguson Block, Queen's Park, Toronto 182.

Here are some of the new laws you should know about in brief:

- Snowmobilers must now report any collisions on or off the highway which involve personal injury or damage exceeding \$200 to property other than that of the owner or driver.
- The driver of a snowmobile must hold a driver's licence

to take his machine on highways where snowmobile operation is permitted.

- The owner of a snowmobile is to be held responsible for any infractions committed by persons using his machine . . . this owner responsibility is in addition to that of the operator.



Try to avoid driving your snowmobile on roads where the snow is hard-packed, icy, or where the roadway is dry and handling is difficult. Fully 78 percent of the 185 collisions which were reported on Ontario highways last year happened under these conditions. Drivers who mixed alcohol and snowmobiling accounted for 21 percent of the 185 collisions.

Forty percent of collisions occurred during the weekend in hours of darkness.

Don't venture out on ice-covered lakes until well into the winter months. Even then, currents from streams flowing in or out of the lake will make the ice thinner in some places. Another hazard for snowmobilers is barbed wire . . . several cases were reported last year of snowmobilers who didn't see farmer's fences until it was too late.

New licence plates for motorized snow vehicles went on sale October 1st across Ontario. The new, chrome yellow and blue plates are good for two years and the registration fee is \$4.00.

Motorcycle Deaths Down Since Helmet Law Passed

In Ontario, all motorcyclists have been required to wear crash helmets since September 1 of 1968.

Since that ruling went into effect, there's been a substantial reduction in the number of motorcyclists killed or injured in collisions.

There were 76 deaths in the 12 months before the law was passed. Those injured while drivers or passengers on motorcycles totalled 3,302.

In the 12 months following the introduction of the new law, deaths decreased by 35.5 percent. There were 2,714 persons injured in motorcycle collisions — a reduction of 17.8 percent.

Figures for the following 12 months show that from September, 1969 to August 1970,

deaths decreased by yet another 8.2 percent.

In comparison, the state of Michigan rescinded the law which required all motorcyclists to wear crash helmets in 1968, and deaths jumped 165 percent that year in comparison to the year 1967 when the helmet law was in force.

Ontario Traffic Safety reminds motorcyclists to look for that CSA sticker next time they're buying a helmet. Canadian Standards Association helmets are regulation helmets for Ontario motorcyclists. There's only one exception — helmets which conform to the requirements of the Snell Memorial Foundation or British Standards Institute are permitted, but only until December 31, 1971.

Traffic Deaths Still Down From '69

The number of deaths due to traffic collisions took a sharp drop in Ontario during the first six months of 1970, showing a decrease of 14.7 percent over the previous year.

But at the end of August, the figures backslided a bit, with the over-all decrease for the eight months at 11.6 percent.

Ontario Traffic Safety asks motorists to take special care during the early winter months, time of increased driving hazards. Help us beat the numbers.



Safety experts say that if everyone spent a few seconds thinking about driving before starting up his car, we'd have a lot fewer traffic deaths.

That's exactly what the Canada Safety Council hopes you'll do during Safe Driving Week, December 1-7, and in the following weeks and months. Safe

Driving Week represents a major attack on traffic collisions, the main cause of accidental death in Canada.

The work for Safe Driving Week begins now, involving hundreds of groups and individuals working for greater driving safety across Canada. They're counting on your support.

Car Club Boosts Safety With Hard-hitting Ads

When 16-year-old Dave Leonard of Kitchener was involved in a head-on collision in 1965, he thought he'd never get another mile out of the jumbled pile of scrap that used to be his car.

But several years later, his demolished automobile was racking up a lot of mileage . . . in publicity and public service for the "Shifters", a Kitchener-Waterloo car club.

It was used as a graphic illustration for a full-page ad in the *Kitchener-Waterloo Record* titled, "seven tenths of a second to die". A hard-sell for driver safety, the ad described what happens when a car travelling at 55 mph. collides with an immovable object.

During the following weeks, the hard-hitting ad was picked up by other newspapers, some as far away as British Columbia. In a final accolade, it was chosen to receive an award for excellence from the International Association of Newspaper Advertising Executives.

In the past few years, the Shifters, a group of 35 young men from the Kitchener-Waterloo area, have originated and run about 20 such ads. These public service ads haven't cost them a cent . . . their investment is all in time, creativity and salesmanship, since the ads are sponsored by local businessmen.

Creator and chief salesman of this community-service ad series

is bearded Dave Leonard, vice-president of the club, and at the age of 21, advertising manager for Woolco in Kitchener.

Dave says the reasons the Shifters had for starting the safety ads weren't all philanthropic. "Some years ago, there was a lot of unfavorable talk about the motorcycle clubs in this area. Car clubs such as ours shared just about the same image."

"We wondered if there wasn't some way we could get advertising to change it."

The Shifters planned their first ad, a modest quarter-page. Then Dave Leonard went out and tried to sell sponsorship of the ad to local businessmen.

"It was," he says, "very difficult."

However, reaction to the first few ads placed by the Shifters convinced many businessmen that sponsoring safety could be a good investment, both in terms of business and public service.

Now many of their sponsors are "regulars" who help pay the costs of the ads each time they appear.

The Shifters usually time their ads so that they reach Kitchener area residents just before they set out on long holiday weekends.

"The ads have got a punch," says Dave. "People read them and remember for a while. But they do forget quickly, and that's why we keep running them."

The Shifters feel they owe a



Members of the Waterloo County Shifters Car Club Dave Leonard (L), Gary Meinzing, Mike Legassie and Gerry Berner.

good measure of the success of their ads to the *Kitchener-Waterloo Record*, which has given them a great deal of help and cooperation.

Public-service advertising is quite a change in concept from the original Shifters Car Club, which started with four members about 14 years ago. But then, as now, the primary purpose of the club is still the same — to give young men a place to work on and talk about cars. The Shifters rent a fully-equipped garage on the outskirts of Kitchener and are now arranging to build themselves a new club-house, which, when completed, will boast an eight-bay garage.

The Shifters have a membership which ranges widely in age and occupation. Their oldest active member is 38, their youngest is 19. Their group includes civic employees, tradespeople, automechanics and salesmen.

Club rules are strict, designed to maintain the good reputation the Shifters have won themselves in Kitchener. No one can become a member unless he has a "clean record" as a driver, and his car must be insured. Cars are "safety-checked" every three weeks. If a fault is found, the guilty owner has one week to get it fixed . . . or else he gets fined. To make sure that members keep their racing to the drag-strips, fines are also levied on speed enthusiasts who race on city streets, squeal tires or get tickets for speeding.

In addition to their continuous safe driving campaign, the Shifters regularly enter a float on the theme of safety in Kitchener's Labour Day parade.

Naturally, a lot of this favor-

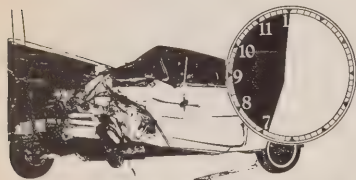
able publicity has rubbed off on the numerous other car clubs in the Kitchener area. But the Shifters have also found themselves frequently credited with



Dave Leonard, vice-president of the club and advertising manager for Woolco in Kitchener, creates and sells the public service safety ads which are sponsored by local businesses.

the good-will gestures performed by other groups.

The Shifters are enthusiastic about the safe driving advertising campaign they've been conducting over the past three years, and they're willing to lend some of the excellent ads they have created to other interested groups and organizations. If you would like to find out more about obtaining matts of these ads for use in your local newspaper, Dave Leonard invites you to contact him at Woolco Department Store, Fairview Plaza, Kitchener, Ontario.



seven-tenths of a second to die

This Is What Happens When a Car, Travelling At 55 Miles Per Hour Hits an Immovable Object

The advertisement is the result of public safety by the Waterloo County Shifters Car Club.

Shifters Car Club

DRIVE CAREFULLY . . . AS IF YOUR LIFE DEPENDED ON IT!



Driving just like they were on their way to a fire were the competitors from central Ontario who took part in the fifth annual fire department apparatus roadeo, held Sept. 19 in Gravenhurst. This fast-growing event is held yearly to promote good driving habits throughout Ontario fire departments.

Shown above, 1 to r, are J. McRae, Scarborough Fire Department; Doug Pollington, president of the Municipal Fire Departments Instructors' Association, first-prize winner W. Wright, East York Fire Department; and D. Wallace, also of East York.

Traffic Safety Roundup

KINGSTON—A combination of safety instruction and full-length movies drew hundreds of youngsters to the Elmer the Safety Elephant Club, held at the Capitol Theatre in Kingston from Oct. 17 to Nov. 6. Sponsored jointly by the Capitol Theatre, Kingston Police and Fire Departments and CKWS radio and television, the project saw youngsters given safety instruc-

tion before enjoying a two-hour show. Children who attended were given membership cards to the club and those with perfect attendance took part in a draw for a bicycle.

TORONTO — All Toronto Transit Commission buses are going to be fitted with water-bumpers, after a year-long test on 31 TTC buses proved the bumpers highly successful in reducing collision damage. The average saving per bus worked out to about \$190 a year for units with front water-bumpers.

Youngsters Five-to-Six Fare Worst in Traffic

If your youngster is five to six years old, he's at the dangerous age for pedestrian collisions.

The Canadian Automobile Association has recently come out with a report on school-child pedestrian collisions, made up from figures submitted by 151 towns and cities across Canada. It shows that the five to six-year-olds make up a startling 60.7 percent of school-age children killed in collisions — more than the 7 to 14-year-olds combined.

The five and six-year-old pedestrian figured in 39.5 percent of the 2,042 injury cases in the 151 cities and towns which took part in the survey.

The study shows that school-

age children tend to be involved in the most collisions at the end of the week, with Friday the day of greatest risk. Lunch hour and the after-school period from three to five p.m. were the times most collisions occurred.

Seven out of every ten children injured were struck while attempting to cross the street at locations away from an intersection.

The single most dangerous action was playing in the roadway, especially in large cities.

Male children were involved in three out of every five pedestrian accidents, but among older children, girls are involved in an increasingly larger proportion of collisions.

Ministers to Recommend New Safety Standards



Hon. L. R. Peterson, Q.C., Attorney General of British Columbia, the host province for the national Conference of Ministers, reads out the recommendations Transport Ministers will be presenting to their provincial legislatures.

Ministers of Transport across Canada are proposing that as of July 1st, 1971 all new school buses bought in Canada be standardized . . . and that they incorporate many new safety developments.

This was one of the agreements reached by a national conference of Ministers responsible for motor vehicle administration, held in Victoria, B.C., Sept. 28-29.

The Ministers will be recommending to their respective governments the implementation of uniform standards for the manufacture of school buses, mobile homes, recreational trailers, mo-

torcycle helmets and vehicle lighting.

The most recent technology in the field of school bus construction will be applied in the new safety standards, ensuring greater safety for the millions of children being transported to and from school during the year.

Right now, priority is being given to the development of standards for trailer hitches, brake fluids and safety glass for vehicles.

Stricter standards for the inspection of new tires were also proposed by the Ministers.



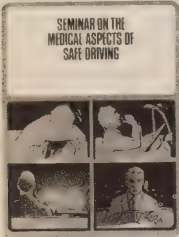
Licence Plates On Sale December 1

At Department of Transport, our biggest shopping rush isn't just before Christmas — it's right before the end of February. That's the time when thousands of last-minute shoppers rush out to get their new licence plates before it's too late.

Don't get caught in the rush this year . . . buy your 1971 licence plates early. The new, white-on-blue plates will be on sale from December 1 to February 28. The cost: \$35 for an 8-cylinder, \$27.50 for a six, and \$20 for a four.

Medical Seminar Report Available

Last May 1 and 2, the Ontario Department of Transport sponsored a special seminar on the medical aspects of safe driving.



A first for Canada, it dealt with the physical and mental health factors which can affect driving ability. The seminar attracted over 200 participants from across Canada, from the United States and Britain. The proceedings of this conference have now been issued

in a comprehensive report, and are available free upon request from the Department of Transport. To obtain copies of the *Report on the Medical Aspects of Safe Driving Seminar*, write to: The Highway Safety Branch, Ontario Department of Transport, 8th Floor, Ferguson Block, Queen's Park, Toronto 182.

YOU

are invited to attend

Ottawa Area Road Safety Workshops

Chateau Laurier Hotel

January 28, 29, 30, 1971

we need your ideas and advice on these important topics:

- Alcohol and road safety
- Traffic safety education
- Engineering highway safety
- Motor vehicle administration
- Traffic law enforcement
- The role of young people in traffic safety



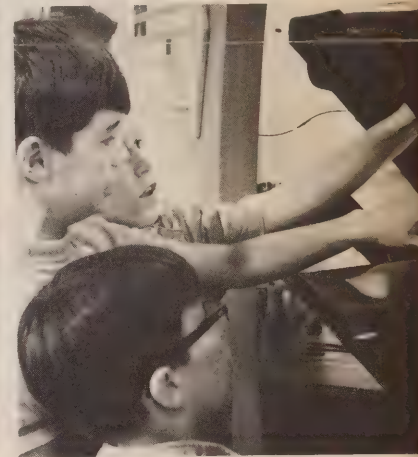
I would like to thank you for sending my entry form back you see where I live there is a highway and cars go very fast. I am very nervous about this. When a car goes passed I stop by the side. Please don't think my mother made me write you. I think if people like you care about children's safety, they can do it what you ask.

*Yours Truly
Debbie Singer*

Wielding pencils sticky with candy-floss, youngsters by the hundreds filled out a skill-testing questionnaire to get in on a draw for two new bikes when they visited Ontario Department of Transport's "safety trailer" at the fair this year . . .

The blue and white trailer, a regular visitor to fairs across Ontario from spring right through to fall, collected thousands of these questionnaires on bicycle safety for the final draw.

But a lot of the answers were wrong. And because it's so important for youngsters to know the right answers if they are to ride a bike safely, it was decided that the incorrect questionnaires should be returned.



HERE'S OUR REWARD. Letters like these show why it's so important to teach your child how to ride a bicycle safely. Make sure your youngsters know the right answers to these questions, the same questions that many children answered incorrectly on our questionnaire . . . before they even begin to use a bicycle.

- A bicycle should be ridden on the right hand side of the street or highway (yes or no.)
- Bicycle riders should observe and obey all traffic signs, stop-and-go signals, and other traffic control devices. (yes or no.)
- People who are walking do not have the right of way on sidewalks or crosswalks. (yes or no.)
- It is safe to ride 3 bicycles side by side when riding in a group. (yes or no.)
- Bicycle riders should give hand signals before making a turn. (yes or no.)



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New Study Gives Pointers On Choosing a Safe Bike

Planning to buy a new bike for your youngster this Christmas?

New findings on bikes and bicycle safety, from the Ontario Department of Transport, should take some of the guesswork out of choosing the right model for your boy or girl.

During the 1969-70 school year, the Department of Transport conducted a study aimed at finding out whether new-style bicycles equipped with gadgets such as "banana" seats and high-rise handle bars were less safe compared to standard models. With the help and cooperation of the Metro Toronto police, members of DOT safety studies section investigated 275 bicycle collisions. To obtain some data on bicycle use, they also distributed questionnaires to 1,062 young male bicycle owners.

This study was presented publicly for the first time by Ed Breina of the Department of Transport's safety studies section at the 14th annual conference of the American Association for Automotive Medicine, held November 19-20, University of Michigan Medical Centre, Ann Arbor.

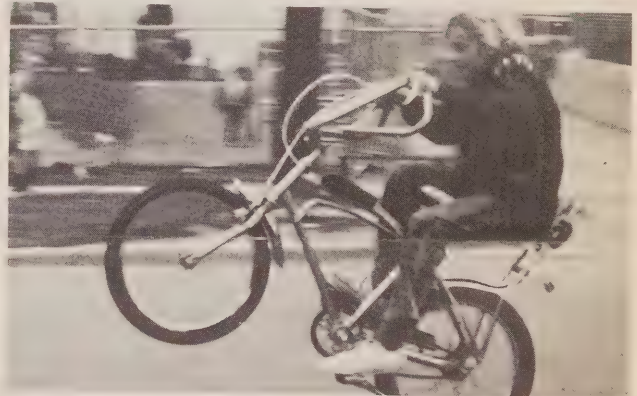
Here are some findings drawn from the report which will be of special interest to the parents of young cyclists.

The safest bicycle is one which allows the youngster to reach the ground from an upright seated position. A simple formula drawn from the study will enable you to choose the right size bike for your child. Measure the distance from his hip-bone to his feet. The top of the bicycle seat should be no higher.

The study did show that a bicycle too big for a child represents a definite hazard. For a youngster 8 to 10 years old, the risk of being involved in a collision increases five times when he can't reach the pedals comfortably while seated on his bike.

The study showed no evidence that bicycles fitted with banana seats and high-rise handle bars have a greater risk of collision than standard models.

Make sure your child's bike is equipped with a carrier. A good number of the collisions investigated showed that the child's control of his bike was reduced by carrying objects in hand.



An effortless "wheelie" executed by the rider of this new-style bike shows its manoeuvrability, but is it safe? To find out the answers to this and other questions about bicycle design and safety, an Ontario Department of Transport research team recently completed an in-depth study of 275 bicycle collisions.

Before buying your youngster a bike equipped with handbrakes, consider whether he's old enough to cope with them.

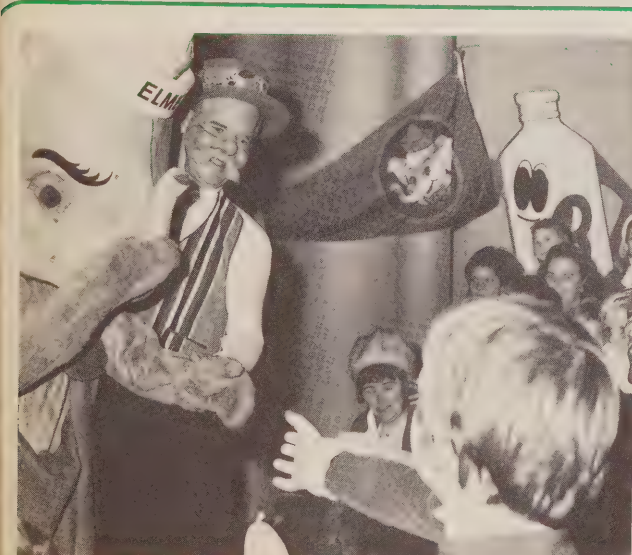
The study showed some evidence that younger riders on bikes equipped with handbrakes have greater collision risks than their counterparts who ride bikes fitted with foot brakes. However, collision risks for children over 10 were reduced by the use of handbrakes.

Be sure that the new bike has adequate night lighting. Twenty of the collisions under study occurred at night and in no case was there adequate lighting on the bicycle which would make it visible to the driver of the car. Your child's bike must be equipped with a front light, a red reflector or light on the rear. Red reflective tape at least 10 inches long and 1" wide must be on the back fender. The side of the front forks must have white reflective material of the same dimensions.

A high proportion of the 275 bicycle collisions under study happened when the child broke a traffic rule. Make sure your child understands and can follow the rules of safe cycling before you let him venture out on his bike.

The time most bicycle collisions occurred exactly parallel the pattern for rush hours in Toronto.

IF YOU'RE AN ELEPHANT, it's only natural that you want to do things in a Big Way . . . and Elmer, the Safety Elephant, went all out on the Christmas festivities this year by hosting a party that ran for a month and had an invitation list of over 10,000! Kids from schools throughout Toronto took part in Elmer's Christmas party, held at the Colonnade Theatre on Bloor St. in Toronto, November 16 to December 13. Arranged and sponsored by the Ontario Safety League and Becker's Milk Stores, the party featured a magician, clowns and games plus safety instruction given to Metro youngsters by Toronto police.



Bus Travel Safety Record Spans Forty Years



Bus transportation in 1930: this deluxe motor coach boasted top speed of 40 mph.

The driver provided you with a couple of heated bricks and a lap-robe as you climbed on board, and you knew it was going to be a long, cold journey when you travelled by bus in Canada in the 1920's.

Depending on the age of your bus, you were treated to a symphony of squeaks and rattles as you travelled the 12-hour route from Toronto to Montreal. If it snowed heavily and the road was blocked, you sat there, sometimes for hours, waiting for the road crews to come along and dig you out. Riding strapped to the top of the bus, your luggage suffered the whims of the elements.

But your chances of getting from one city to another without mishap were better travelling by bus than if you had taken your own passenger car. And in 1970, the same rule still holds true.

Passengers who travel on the sophisticated buses of 1970 are safer than they are in their own cars . . . buses have a lower collision rate than other vehicles on our highways, even though they are in use much more frequently than the average car.

Just last October, the Ontario Motor Coach Association celebrated its 40th birthday. The Association was originally formed in 1930 to stop cut-throat competition that had resulted in fares being offered at a nickel and overloading to the point where passengers were clinging to running boards and fenders. During its history, the Association, which is composed of 103 firms in the public transportation business, has looked upon safety as one of their foremost concerns.

"In terms of maximum benefit to the public, and in terms of

economics too, safety is most important to our members," says Charles Scott, president of the association and traffic manager of Canada Coach Lines in Hamilton.

The bus of today, carrying a price tag of close to \$70,000, equipped with washroom, air-conditioning and sophisticated heating equipment, bears little resemblance to its counterpart of yesterday. Bus drivers have changed too. Drivers for coach lines such as Gray Coach are given intensive training courses and frequent refresher courses. Incentive programs for safe driving keep them on their toes.

All these factors have combined to produce an excellent safety record for bus travel. Accident fatality rates per 100 million passenger miles computed in the United States indicate that inter-city bus travel is about 15 times safer than by automobile; figures for Canada could be expected to be comparable.

Buying new snow tires for your car this winter?

Be sure and match up those two new tires to the tires on the front of your car. For the highest degree of safety and to get the best handling conditions, don't mix tires of different construction . . . bias, belted-bias or radial ply tires should all be matched sets of four.

Mixing tire types can cause your vehicle to wander and fish-tail under even the best of driving conditions.

Safety Tips For Snow-Going Motorists

It takes most motorists a while to get used to driving in ice and snow, as collision statistics show. December is traditionally the month having most collisions during the year.

This December, make a point of taking it slow until you've got the feel of winter driving again. Remember that roads are specially hazardous when the temperature is just around the freezing point. At 32F degrees, road surfaces are twice as slippery as they are at zero.

Extra weight in the trunk is often a good idea for improving rear-wheel traction . . . but make sure it's ahead of or over the rear wheel axle. Weight behind the axle can reduce vehicle stability and front-wheel traction. Make that extra weight a bag of sand, and include a small shovel for use in case you get stuck.

Decreased inflation pressure in your tires won't get you extra traction . . . make sure your tires are properly inflated so all the tread surface is in contact with the road. After a major drop in temperature, it's a good idea to check pressure. For every nine-degree decrease in temperature, tire pressure will go down by one pound.

Don't leave your car engine idling to warm up during winter weather. It wastes gas and causes pollution. Just drive slowly for the first five or ten minutes until your car is running normally again.



Men like Lewis Polly (R), who boasts 25 years of safe driving, account for the good record of bus travel in Ontario. Here the Canada Coach Lines driver is congratulated by Hon. Irwin Haskett (L), minister of Transport, deputy minister Walter Q. Macnee, and P. A. S. Todd, president of Canada Coach Lines.



Police officers involved in safety work across the province converged on Toronto on November 4 and 5 for a two-day conference dedicated to exchanging notes and information. The Ontario Traffic Conference safety officers' meeting featured a workshop approach on subjects involving enforcement and education . . . snowmobiles, school bus safety and child safety. Here, one of the over 100 delegates to the meeting, Chief Constable Tom Livingston of Waterloo Township asks a question at the mike during one of the luncheon meetings.

A Christmas Message



There are some kinds of presents that can't be tied up in ribbon and paper and put beneath the tree for Christmas morning.

Two of these are health and happiness, priceless gifts that money or wishes can't buy.

But there is one way you can translate these good wishes into a reality for your family, your friends and your community. That's by driving safely during each of those 365 days of the coming year.

This isn't just a gesture. It takes on a tangible meaning when you look at the facts be-

hind the traffic statistics . . . broken families, broken lives, caused by the carelessness of an instant.

This year, let your expressions of Christmas goodwill take a meaningful form to keep the season bright. Give care and courtesy in driving to your family and your community during 1971.

On behalf of the Ontario Department of Transport, my very best wishes for a happy — and safe — holiday season to every reader of Ontario Traffic Safety.

Irwin Haskett

Minister of Transport

"X-day" for Crosswalks A Team Effort in Kitchener



An educated canine called Kiya responds to hand signals to show Kitchener-area children how to cross the street safely at this city's new crosswalks. Shooting on location for CKCO-TV are John Arais (L), CKCO newsman Terry Thomas, owner and trainer of the dog, and Gerry Schmitt, producer of the public-service commercial.

"They may cut down on pedestrian collisions, but they sure increase rear-end collisions," is an old saw about pedestrian crosswalks that too often proves true.

It's a difficult job to introduce crosswalks into an area where they've never been used before, but in Kitchener this task is being tackled with energy and enthusiasm by city engineers, police, the news media and many private individuals.

After two years of planning, crosswalks were introduced in Kitchener on October 15. "X-day" was preceded by a vigorous publicity campaign aimed at ensuring no casualties were suffered during the learning stage, when the orange and black overhanging crosswalk signs were unfamiliar to motorists and pedestrians alike.

Kitchener's crosswalk introduction campaign was based more on manpower than money, with only a small budget for paid advertising. In the schools, police safety officers showed the children slides borrowed from the Guelph school board and prepared in that city, which demonstrated the right way to cross the street using a crosswalk. Many merchants in the downtown Kitchener area agreed to display instructional posters made up by city engineering department, or distribute some of the 30,000 pamphlets printed up with directions for crosswalk use. All city vehicles carried crosswalk posters. City buses displayed poster boards both inside and out.

A three-week radio campaign

and ample free press publicity preceded the opening of the seven new crosswalks in the Kitchener-Waterloo area.

CKCO-TV in Kitchener voluntarily decided to take a responsibility for seeing that city residents don't forget the lessons they've learned during the months ahead. They are producing two 60-second commercials on the use of crosswalks and plan to run them on their public service time.

One commercial is geared to the younger set, another to the adult motorist. Star performer in the children's commercial is "Kiya", a white female husky belonging to CKCO newsman Terry Thomas. CKCO-TV staff play all roles in the adult film strip.

Christmas came early for 173 needy students this year, thanks to the Automotive Transport Association.

Last September, these 173 students were the recipients of bursaries provided by the educational foundation of the ATA.

The 1,832-member association makes a practice of donating money to the educational fund in lieu of business gifts at Christmas. Since this custom was initiated 12 years ago, the fund has helped over 1,500 students to go on with their higher education. Total donations from trucking concerns in this province now stand at \$324,455.



5 YEARS AGO, safety education in Ontario took on a new dimension when Professor Ame Neyhart came to Toronto to conduct the first safety and efficiency course for motor fleet supervisors. A quarter of a century later, the course is still going strong and so is Ame Neyhart, who ran this year's course at the OSL classrooms. Here Professor Neyhart of Pennsylvania State University points out his younger, slimmer self in the first graduating class photo.

Coping With The Christmas Cheer

\$\$ for Ideas On Road Safety

Christmas is a time for hospitality and conviviality, parties and family get-togethers.

And, as traffic statistics show, it's a time when many motorists make the tragic mistake of mixing drinking and driving.

DRIVING and drinking just don't mix. Leave your car at home and take taxis. Or make an arrangement beforehand with a non-drinking friend or a member of your family who will handle the driving to and from the party.

If you drink, remember that coffee isn't any remedy for what ails you. The only answer is time. Beyond .05 blood-alcohol content, (the average effect of two drinks or three bottles of beer), you may feel alright but your reaction time is off. If an emergency occurred, you might not be able to get your foot from the gas to the brake in time. It makes sense not to take that chance.

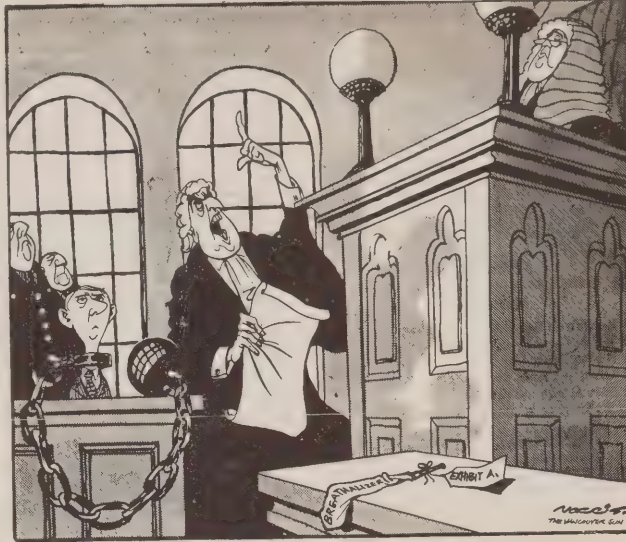
Remember that Canada's Criminal Code makes it a criminal offense to be in the care or control of a motor vehicle if you have consumed enough alcohol to register more than point zero eight (.08) blood-alcohol content on a breath-test. It's also a criminal offense to refuse to take a blood-test. The penalties in either case are severe; a fine of up to \$1,000 or up to six months in jail or both. In addition, the offender can be prohibited from driving anywhere in Canada for up to three years.

A reading of less than .08 could still result in an impaired driving charge, with severe penalties also.

These laws are for *your* protection . . . in Canada in 1969, 25.2 percent of drivers involved in fatal collisions had been drinking . . . 46 percent of drivers killed had been drinking or had impaired ability.

Coming events

February 26-27 — Traffic Transportation Seminar, sponsored by the Ontario Traffic Conference, for elected representatives, police, traffic engineers; King Edward Hotel, Toronto.



"... AND DID, IN DEFIANCE OF LAWS AND DECREES OF THE STATE, CRIMINALLY HOLD HIS BREATH."

Spare Parts

Definition of a mini-bike: a lilliput-putt.

* * *

An Ontario Department of Transport examiner was upset on finding a pig in the back seat during a road test in Listowel, Ontario.

"I didn't mind the smell so much, but I couldn't hear myself think," he says.

To add injury to insult, when he reached in to haul it out, the pig tried to bite him.

* * *

Prior to taking an applicant out for a road test, one of our Ontario Department of Transport examiners was surprised to find that the licence plate listed on the application form sounded strangely familiar.

Imagine his surprise when he went out and found a young lady seated in *his* car!

She very sweetly explained that she thought these cars were provided for the purpose of taking tests.

A Special Invitation • If you're interested in promoting safety • If you want to help cut down on deaths on Ontario roads • you'll be interested in THE OTTAWA ROAD SAFETY WORKSHOPS • to be held January 28, 29 and 30 at the Chateau Laurier in Ottawa • a special meeting aimed at finding solutions to traffic safety problems. We need your ideas in these critical areas:

- Alcohol and road safety
- Traffic safety education
- Traffic law enforcement
- Engineering highway safety
- Motor vehicle administration
- The role of young people in traffic safety



ontario traffic safety

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Hon. Irwin Haskett, Minister.
Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.
Pat Michener, editor.

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ontario traffic safety

Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.

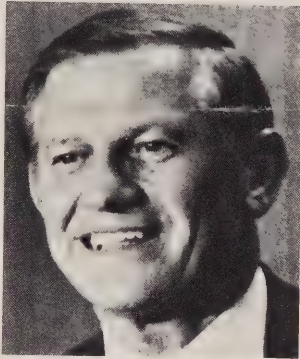
Key Men in Transport to Speak At Road Safety Workshops

The major "accidental" cause of death in Canada is traffic collisions.

But most traffic deaths aren't accidental. They can be prevented.

That's the major theme of the Road Safety Workshops, to be held in Ottawa on January 28, 29 and 30. This is the 17th in a series of conferences held at different locations through the province to stimulate interest in, and provide solutions for, traffic safety problems.

The Hon. Don C. Jamieson, Minister of Transport for Canada, and Hon. John A. Volpe, Secretary of Transportation of the



Hon. John A. Volpe, Secretary of Transportation for the U.S.A., will be a feature speaker at the Workshops.

forcement help prevent traffic collisions?" . . . "Engineering highway safety through road construction, traffic control and vehicle design" . . . "The new bicycles — are they safe?" . . . "Modern trends in driver education."

Chairing the different sessions will be: Judge L. A. Sherwood, Provincial Court (criminal division); W. Q. Macnee, Deputy Minister of the Ontario Department of Transport; Judge K. A. Flanagan, County and Surrogate Court, Regional Municipality of Ottawa-Carleton; Dr. G. D. Campbell, Director, Road and Motor Vehicle Traffic Safety Branch, federal Department of Transport; P. J. Farmer, Executive Director of the Canada Safety Council; and S. J. Berry, Director of Education, Carleton Board of Education.

Delegates to the conference will include municipal officials, educators, police, lawyers and businessmen plus others with an interest in promoting safety.

Young people from the Ottawa area as well are invited to take part in a youth session on traffic safety to be held January 29 at the exhibition hall, Civic Centre. The discussion will be followed by a dance party.

Safe Driving Week Figures Reflect National Trend

During that slippery first week of December, Ontario motorists got their first taste of winter driving but traffic deaths were lower than might be expected.

Safe Driving Week, December 1-7, once again saw fewer traffic deaths across the province.

There were 23 deaths on Ontario roads, two more than during Safe Driving Week last year. But this number still compares favourably with the average number killed on our highways each week during December of 1969 — 33.

For the whole of Canada, the figure stood at 63, well below the weekly average of more than 100 for this time of year.

Traffic figures for all of Canada looked rosy as 1970 came to an end. For the first time since World War II, Canada has registered decreases in all categories of traffic collisions. Figures for the first six months of 1970 show a decrease in fatal collisions of 5.7 per cent. Fatalities are down by 6.5 per cent.

The most significant decreases were recorded in Ontario.

Traffic Volumes Outpace Death Rate on Highways

Every year the traffic keeps mounting on Ontario highways.

But even though Ontario residents are travelling millions more miles yearly on our highways, fatal collisions aren't increasing in the same proportion.

In the 10-year period from 1959 to 1969, the volume of traffic on King's highways, secondary highways and other roads in Ontario, as recorded by the Ontario Department of Highways, increased by 75 per cent. The incidence of fatal collisions, however, did not keep pace with an increase of 40 per cent.

Ontario motorists travelled 28,608.5 million vehicle miles on King's highways, secondary highways and other roads in the year 1969 as compared to 16,442.2 in 1959. But fatal collisions per 100 million vehicle miles travelled dropped off, with 4.9 fatal collisions per 100 million miles travelled in 1969 as compared to 6.1 ten years earlier.

For the major controlled access highways in Ontario — for example, the Q.E.W., highways 400, 401, 402, 403, 405, 406, Ottawa Queensway and the Toronto Airport road — the collision rate per million vehicle miles in 1969 was only 1.8. These highways account for 17.2 per cent of

all vehicle miles travelled in Ontario.

The King's highways in this province carried some 44.5 per cent of all motor vehicle miles of travel in 1969, but only 20 per cent of collisions occurred on them.

Average daily traffic for each section of the King's Highways in Ontario increased from 3,300 vehicles a day in 1967 to 3,500 in 1969.

You

are cordially invited to

OTTAWA ROAD SAFETY
WORKSHOPS

January 28, 29 and 30

Chateau Laurier Hotel
Ottawa

(sponsored by the Ontario
Department of Transport)

Plan Now to Attend!

Hon. Don C. Jamieson, Minister of Transport for Canada, will be attending and speaking at the Ottawa Road Safety Workshops.

United States, are two featured speakers who will be attending the Ottawa workshops. Both are long advocates of traffic safety. Secretary Volpe has instituted new alcohol countermeasures program for the United States; and he is involved in establishing new standards for motor vehicles to help ensure the safety of millions of motorists.

These speakers will complement the wide range of safety topics to be discussed: "What should be done about the drinking driver?" . . . "Motor Vehicle Administration and road safety?" . . . "Can effective traffic law en-

Snowmobile Safety Know-how Boosted at Peterboro Clinic

When Peterboro O.P.P. constable Dick Parrington set out to organize a "snowmobile clinic", he was planning on a big attendance — 600 people.

He got twice that number.

Snowmobile enthusiasts packed the first floor of the Peterboro Lions Centre on the night of November 19. The overflow was sent up to the second floor to listen along on the PA system. The crowd kept coming and the doors had to be closed.

Few left before the three-hour session ended. They came to listen to qualified speakers discussing all facets of snowmobiling — clothes, mechanical maintenance, safety accessories, snowmobile insurance packages, city by-laws and provincial regu-

lations which govern the operation of their machines.

Peterboro, in the Kawartha Lakes district, has thousands of snowmobilers and response to this first snowmobile clinic has convinced traffic safety officer Dick Parrington of the need for more. Future clinics are in the planning stage for Apsley, Bobcageon, Havelock and Trenton.

For Constable Parrington, the idea of holding a snowmobile clinic followed fast on the heels of a snowmobile safety program he introduced into Peterboro schools last year. After noticing children who had suffered bumps and scrapes while out on snowmobiles, he started giving simple safety instruction—but found he would have to get to the parents



Snowmobiling gets an educational approach as crowds pack the Peterboro Lions Centre November 19 for lectures by the experts. Above (R) Ross Wiegand, manager of the Kawartha Tourist Association, talks about emergency equipment. Left, the man responsible for the snowmobile clinic, Peterboro O.P.P. Constable Dick Parrington.

Dunlop Hero Award Goes to DHO Driver



Dunlop National Truck hero Rush Perry Waite (R), receives his trophy from Brian E. James, president of Dunlop Canada.

There were 19 nominees for this year's Dunlop Hero award, an annual presentation made to a professional truck driver who has performed an act of exceptional bravery.

The decision of the judges was unanimous: Rush Perry Waite, 54, a snow plow truck driver for the Ontario Department of Highways.

The feat of outstanding heroism which won the 1970 award took place at the Department of Highway's Codrington depot. Worker Ed Lacroix, unloading concrete blocks with his truck crane, hit a 4,800 volt overhead power line with the jib of his machine. He was frozen to the controls while

the electricity coursed through him. Rush Perry Waite risked his own life three times, suffering severe shocks, to free the crane operator.

Waite was honoured with the title "National Truck Hero" and awarded a trophy and citation, a watch and cheque for \$500 at the Automotive Transport Association annual convention, November 23 in Toronto.

Judges for the annual award were Philip J. Farmer, executive director of the Canada Safety Council; Col. W. B. G. Reynolds, Commissioner of Highway Safety for Ontario; and Brian E. James, president, Dunlop Canada Ltd. •

first for the program to be effective. "The kids would say, 'Daddy says this . . . and Daddy was usually wrong.'"

The November clinic since has been televised twice on Cable TV in the Peterboro area, reaching thousands more snowmobile fans.

Dick Parrington is an energetic safety officer who tailors his safety programs, and his hours of work, to the needs of his community. Besides his visits to Peterboro-area's 30 upper and lower grade schools, where he sees each class a minimum of three times a year, he's a regular on radio and television, and a frequent speaker at the meetings of Parent-Teacher Associations,

Lion's Club, and many other organizations.

He's convinced this winter is an important one for snowmobilers. "They'll find themselves enclosed like cattle if people don't use their heads." As a snowmobile owner himself, he would not want to see this happen.

"I think that if we can show snowmobile owners that the police and the manufacturers are interested in their safety, maybe they'll give us a break too."

Below are some points he finds many snowmobile enthusiasts do not know, which should be stressed for the safe operation of their machines this season.

Facts for Snowmobile Fans

Here's a reminder to snowmobile owners in Ontario.

This year, you must have a motor driver's licence to operate your snowmobile on a highway.

What's a highway? Many people don't realize that this word has a very broad definition, including common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct or trestle designed and intended for or used by the general public for the passage of vehicles.

A highway includes the roadway, the shoulder and the residual area. Thus, if you don't have a driver's licence, you can't operate your machine on the shoulder—because the shoulder is part of the highway.

A roadway is that part of the highway that is improved, de-

signed or ordinarily used for vehicular traffic, but does not include the shoulder.

On freeways, snowmobiles are banned completely. **On scheduled highways** (a list of these may be obtained from Ontario Department of Transport offices), snowmobiles may be operated on the highway, including the roadway.

On unscheduled highways . . . those highways, other than freeways, which are not listed in the schedules . . . snowmobiles may cross the highway, including the roadway. But they must not travel along the roadway. They can operate on the shoulder of right-of-way, as far away from the roadway as possible.

If you intend to operate your machine in a **municipality**, check the local by-laws first.

Young Mother Campaigns for Safe Child Restraints

For several months now Toronto housewife Joy Moon has been waging a highly successful one-woman campaign.

With the help of the press, Mrs. Moon has succeeded in alerting thousands of Canadian mothers to the fact that young children should have special protection in cars . . . and that many child seats now on the market are inadequate and potentially dangerous.

Mrs. Moon had no intentions of becoming a public crusader until she read a news item published in the *Toronto Globe and Mail* on October 7. It was a brief recital of a tragic episode: a three-month-old baby killed in a low-speed collision on a city street, though other passengers in the car received only bruises. The infant had been sitting on the lap of a front-seat passenger.

For Mrs. Moon, this episode pointed up some disturbing facts and her husband Andy had discovered while looking for a safe child restraint for their son Jonathon, now 2½, and for a baby soon to be born . . . facts he felt must be made public.

A long search convinced them that there is a real lack of concern for the safety of youngsters not yet big enough to use a regu-

lar seatbelt. They rejected the first car seats they looked at as unsafe. Some of the most popular models hooked over the back of the seat, could easily pop off in the event of a collision, and would add up to 20 lbs. to the impact force of a young child. On some, the points of screws could be felt projecting through the padding of the headrest.

They did discover that there were some seats which were recommended. The Ontario Safety League has given its recommendation to the General Motors infant seat, the General Motors child seat, Ford Tot-guard and the Dorel Company Baby Saver car seat, model 555. At the time, demand for these restraints was so low that most dealers the Moons contacted had never heard of them.

The Moons eventually did find and obtain safe child seats for their youngsters, buying a Ford Tot-guard for son Jonathon and an infant seat for the new baby.

Hoping to arouse public interest and concern about child safety, Mrs. Moon contacted and received information from the Ontario Safety League and the Highway Safety Branch of the Department of Transport. She called doctors and car manufac-

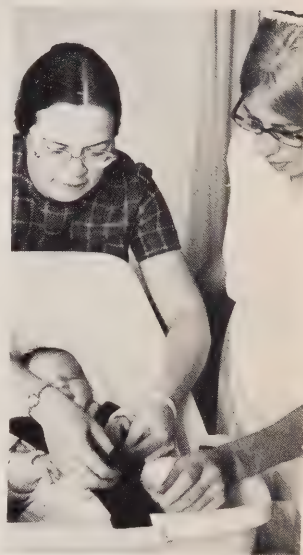
turers for background material. She phoned the Consumers' Association of Canada and this agency agreed to provide information and a contact point for others interested in the campaign.

Toward the end of October, a break came in the form of an interview with Jean Sharpe of Canadian Press. The story went out over the wire services and found its way into many newspapers across Canada.

In the following weeks the Consumers' Association of Canada was deluged with letters from concerned parents. Mrs. Moon's private crusade is quickly becoming a public affair.

Her conviction about the value of safety restraints for car passengers dates back many years. In 1959 Mrs. Moon's brother and two friends were involved in a head-on collision. They unbuckled their seat belts and walked away unhurt from their demolished car. As a habitual seat belt wearer, Joy Moon naturally insisted on equal protection for her youngsters.

If you want to add the force of your support to her campaign, write: **Child Safety Seats, Consumers' Association of Canada, 100 Gloucester Street, Ottawa.** •



Toronto housewife Joy Moon has been waging an effective campaign for the use of safe restraints for youngsters who must ride as passengers in cars—and practices what she preaches. Here, a nurse helps her put her new-born daughter, Alina, in a General Motors infant seat.



On a frosty day a few months ago, a camera crew set up shop on the side of a road near Toronto.

During the patchy intervals of sunlight, the camera rolled up yards of footage that were later trimmed down to a compact 30-second drama . . . about a small girl, a yellow school bus and an unwary motorist.

This terse and forceful reminder to Ontario motorists, produced by the Department of Transport, has been sent out to television stations across Ontario for use on their public service

time. The story it tells is all too familiar. A child tries to cross the road in front of a stopped school bus, with signals flashing. A driver, forgetful or not knowing what those warning signals mean, fails to stop. The message is clear—stop for a stopped school bus when red signal lights are flashing.

A child who has to cross a high-speed highway after leaving a school bus is highly vulnerable. For this reason, on a highway where the speed limit is more than 35 miles an hour, traffic coming in both directions must

stop and remain stopped until the youngster is safely across and the bus warning signals are no longer operating. Traffic approaching the bus from the front on a highway divided by a median strip—a strip of pavement more than 10 feet in width, a physical barrier or an unpaved strip of ground—is not required to stop.

Department of Transport's concern about young school bus passengers and their safety is long-standing. In 1965 the first major School Bus Seminar was held in Sudbury. These seminars

have continued over the years, bringing together school bus operators and drivers, school principals and school board members to discuss and work out the safest means of transporting youngsters under their care to and from school each day. This year, the Department of Transport sponsored eight school bus seminars for the counties of Temiskaming, Waterloo, Sudbury, Lennox, Addington and Frontenac, Durham and Northumberland, Dundas, Glengarry and Stormount, Lincoln and Simcoe. •

Traffic Safety Roundup

TORONTO — G. H. Woods Sanitation Co. Ltd. of Canada gave a special Christmas safety package to their employees over the holiday season. For the third year running, the company offered to pay half the taxi fares up to a total of \$10 for their employees to ensure they get to and from home safely during the

Christmas festivities. The company considers it a wise investment . . . training another person to replace an employee fatally injured in a collision would cost considerably more.

ST. CATHARINES — School kids at Orchard Park School in this city are playing policemen—for a purpose. A student police force has been set up to ensure children follow the rules of safe bicycling and walking to and from school. First offenders get off with a warning. Penalties for

second offences range from 100 written lines to a 500-line essay on safety or loss of bicycle riding privileges for a week. There are signs the program is working—since October, offences have dropped to almost nil.

BRITAIN — That "automatic seat belt" has finally arrived. It's the invention of a Ford of Britain employee, and was recently announced by the Road Research Laboratory of the British Government. The belt automatically straps in a driver or front seat



passenger as soon as he gets in the car (see photo, above). Anchorage points are at the top and bottom of the car door, and the passenger just slides in behind the belt. A reel between the two front seats takes up the slack.

BURLINGTON — Jaycees of this city have chosen high school teacher Keith Wallace as their outstanding citizen for 1970. Mr. Wallace received his award on the strength of his wide contributions to the field of high school driver instruction. He is head of the history department at Thomas L. Blakelock high school in Oakville and a teacher of driver instruction.

Spare Parts

He looked, she didn't.
He is, she isn't.

An Ontario driver, courteously informed by a policeman that his headlights were on in full daylight: "I'm driving like this until my glasses are repaired."

The trouble with these bucket seats in most sports model cars is that not everybody has the same size bucket.

Coming Events

February 26-27—Traffic Transportation Seminar, sponsored by the Ontario Traffic Conference, for elected representatives, police, traffic engineers. King Edward Hotel, Toronto

Dick Lewis
Thunder Bay

Dick Pfeiffer
Sudbury

Murray Rowe
Ottawa

Burt Wallace
London

Ed Blake
Toronto

Don Edwards
Toronto

You can reach your area traffic safety consultant at one of these numbers; or write the Highway Safety Branch, Ontario Department of Transport, Ferguson Block, Queen's Park, Toronto 182, for more information.

West-central Ontario—Ed Blake,
Toronto 365-1554.

East-central Ontario—Don Edwards,
Toronto 365-1554.

North-western Ontario—Richard Lewis,
Thunder Bay 345-1405.

North-eastern Ontario—Dick Pfeiffer,
Sudbury 566-0315.

Eastern Ontario—Murray Rowe,
Ottawa 131-1760.

Western Ontario—Burt Wallace,
London 432-2681.

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Pat Michener, editor.



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Here's a picture worth a thousand words — most of them unprintable. During February, slush month in Ontario, motorists can show extra consideration for unwary sidewalk pedestrians by skirting around puddles and taking it slow during heavy weather. Remember, it's possible for careless splashers to be charged with an offence.

Snowmobile Deaths Due to Alcohol, Inexperience

A two-year study of snowmobile collisions on highways in Ontario, produced by the Department of Transport, clearly shows that a major problem was the operator's unfamiliarity with the rules of the road.

From November 1968 to April 1970, 32 percent of the drivers involved in the 288 collisions under study were found to lack normal experience with the operation of motor vehicles on highways.

ways. Effective Nov. 1, 1970, it became mandatory for an operator to hold a driver's licence to take his snowmobile on the highway. (A highway includes the shoulder and residual area as well as the roadway.)

Another major problem was the misuse of alcohol. Fifty percent of operators involved in fatal collisions where condition of driver was specified in the police report had been drinking. Penalties for drinking and driving a snowmobile can be very severe. Driving provisions of the Criminal Code apply to the use of snowmobiles . . . the breathalyzer law, impaired driving, etc. Upon conviction, the court can prohibit anyone from operating a motor vehicle on Canadian highways for up to three years. •

A reminder . . .

COUNTDOWN is on for licence plates sales . . . all 1970 plates expire Saturday, midnight, February 27. Get your 1971 plates now, and avoid those last-minute lineups.

New National Safety Act Protects Canadian Public



This symbol, above, is something new and you'll be seeing it frequently in the years to come.

It's Canada's new National Safety Mark and it can be found on vehicles which meet safety requirements recently made law by the federal government.

There are 44 new regulations in all in the Motor Vehicle Safety Act which passed the House of Commons last year and became effective on January 1st of this year. They're aimed at protecting the Canadian public against injuries or death and the impairment of health by exhaust emission and noise.

At present, the safety regulations include 29 standards relating to the design and performance of passenger cars, trucks, buses, motorcycles and trailers; five standards limiting motor vehicle exhaust emissions and 10 standards applying to snowmobiles. These regulations will be continually reviewed to keep them in pace with engineering and technological advances.

Additional safety standards for tractors and similar vehicles are also under consideration at this time.

From now on, all Canadian motor vehicle manufacturers or distributors must affix the national safety mark to every classified vehicle produced after January 1st. It must also be accompanied by a label certifying compliance with all applicable

Federal Motor Vehicle Safety Standards.

The standards also apply to vehicles imported into Canada for commercial purposes. Individuals who import vehicles for personal use must also comply with the Act and regulations.

The new regulations do not apply to vehicles now in use, which continue to be a provincial responsibility. •

Truckers Meet To Discuss New Regulations

New regulations of great importance to the operation of Ontario's trucking industry have been announced by the Ontario Department of Transport.

The new regulations, based on Ontario's new axle loading laws, will enable most trucks to carry increased payloads. The new weight laws have been designed to be accomplished without unduly affecting the maintenance cost of highways or traffic safety requirements. A series of charts now available will enable truckers to ascertain the maximum permissible weights for almost all known types and configurations of vehicles.

Under the direction of H. J. Aiken, director of the Department of Transport vehicle branch, some 30 meetings will be held with truckers across the province to explain the regulations. •

Crash Investigation:

A New Direction for Forensic Sciences

The policeman investigating a multi-fatality crash on a busy highway near Toronto was puzzled.

The car responsible for the collision had apparently gone out of control. He could have written that down in his report and ended the investigation there.

But what had caused the car to go out of control, touching off the senseless chain of events that took five lives? The police officer thought it might be best to check out the possibility of a steering mechanism defect. So he put in a call to the Centre of Forensic Sciences in Toronto.

More sophisticated and better-

good job and raises some questions, then we hear from him. And there are more and more asking questions."

The highly-qualified personnel who make it their job to answer policemen's queries include Frank Cerar, a chemist, Allan Li, a chemical engineer, and a recent new arrival, mechanical engineer Eric Krueger.

The investigations they are most frequently involved in deal with suspected tire failure. Other collision cars they examine are suspected of defect in two other critical areas — steering column or brakes. In most cases, tests show the failure occurred as a



Paint samples provided by car manufacturers help in the painstaking job of make and model identification. When examining for possible car defect, Forensic Sciences try to establish whether it happened in the pre- or post-crash phase. Engineer Eric Krueger (L), and chemist Frank Cerar spend a good deal of their time on car collision cases.

trained policemen, no longer satisfied with reporting the bare facts of a collision, have caused expansion in a new direction for forensic sciences, a branch of the Ontario Department of Justice. There are three highly-trained persons now devoting a good part of their time to the investigation of suspected defects in cars involved in collisions.

"This has just developed over the past few years," says Doug Lucas, director of the Centre. "If a policeman does a poor job, nobody knows . . . if he does a

result of the collision that took place.

"Formerly, this kind of investigation could have only been done by automobile manufacturers," says Doug Lucas. "This service hasn't been readily available to those who really need it — the police."

Tire failure cases usually show the collision was due to abused tires, underinflated and overloaded to the danger point. Even the few "freak" accidents staff have investigated point to mis-use of tires and the need for frequent



One of the Forensic Sciences team frequently called in on traffic collision cases, engineer Allan Li (L), shows director Doug Lucas the tell-tale marks on a hit and run car.

checkups. One driver almost lost his life when a new tire blew out, sending him spinning over the other lane of the highway. Examination of the tire showed that a deep bruise on the inside had gradually worked its way out to the surface. Only then did the driver recall striking a hard object three months earlier and subsequently he had failed to have his tire checked for damage.

Car "defect" reports are often used as evidence in coroner's inquests or criminal cases. Another area of traffic safety enforcement in which Centre personnel assist police is in tackling tough-to-solve hit and run cases. They boast a high rate of car identification, using the debris of a collision — paint smears and chips, hair and blood — to pinpoint the accident car.

In one case, chemist Frank Cerar was able to establish the make of car and the fact it had been recently painted from a few small chips of paint found at the scene of the collision. The driver, hearing the description of his car given out over television, soon turned himself in.

Forensic sciences staff need a wide spectrum of knowledge to handle their job. In one bizarre hit-and-run case where a group of two people were struck by a car, the experts found themselves employing the laws of ballistics and launch velocities to calculate the speed of the vehicle. Their conclusions tied in neatly to speed calculations drawn from skid marks found near the scene of the collision . . . the car was doing 43-45 m.p.h., in a 30 m.p.h. zone.

"We're always being asked to perform some new job," says

Doug Lucas. "In one case, we're asked whether we can find out if a car's lights were on at the time of a collision . . . and we find out that's one more thing we can do."

The Centre handles a wide variety of investigations relating to traffic safety enforcement. There's still room and need for expansion. Doug Lucas points out that because of limited staff and facilities, forensic sciences is not usually able to do drug trace tests on drivers involved in collisions . . . information that would be of great value to researchers as well as police.

However, the incidence of alcohol in traffic collisions is well documented at the Centre. Samples from post-mortems on almost all traffic fatality victims in the province are examined at forensic sciences. Last year, their studies indicated that over 40 percent of drivers killed had been drinking or had impaired ability. These drivers show a high blood alcohol reading, averaging around 0.18 percent. This level is well beyond the norm and symptomatic of a drinking problem.

While the need for the services offered by the Centre of Forensic Sciences continues to grow, some of the pressure has been relieved because police today are better-trained and sophisticated in methods of collision investigation. Forensic Sciences personnel often work with the police on staff training programs. Metro Toronto has its own eight-man hit and run squad, and the Ontario Provincial Police have a good number of individual officers trained to do this specialized work.

Town Officials, Police, To Pool Ideas on Safety

The decision-makers—elected representatives from towns and cities across Ontario, will be meeting with the administrators—police and traffic engineers, or a special experimental seminar to be held in Toronto on February 26 and 27.

The seminar, sponsored by the Ontario Traffic Conference, will have a limited attendance of 100 and its purpose is to share basic knowledge to help all three groups serve their municipalities better.

They'll be discussing such topics as parking on town or city streets and its effect on traffic; road system planning, and the protection of school children.

The Traffic Transportation seminar is a new idea. The Ontario Traffic Conference felt there was a need for such a meeting since police, traffic engineers and elected representatives can't often take time out from a full schedule to discuss common aims and share knowledge about city traffic planning and problems.

The nucleus of the committee representing elected officers at the seminar will include Alderman D. Kay of Ottawa, Alderman R. Collins, Sault Ste. Marie, Controller Brian Harrison, Scarborough, and R. F. Anderson, executive assistant to the Mayor of Scarborough.

Free Drive for Party-goers Scarborough Youth Project

Finding yourself on the business end of a breathalyzer is no way to wind up the New Year's celebrations.

This New Year's Eve, a small group of Scarborough teenagers made it their business to see that late revellers got home safely.

The Interact Club, a youth branch of the Rotary Club of Scarborough, ferried party-goers some 2,000 miles on the night of January 1st, using a fleet of 17 cars provided by Alex Irvine Motors Limited. From 11 p.m. to 6 a.m., the girls operated the switchboard while the boys provided free drive-home service.

Over 400 calls were taken and the young people estimate they were able to make about 200 trips.

This is the second year this community service has been sponsored by Alex Irvine Motors. The "Free Drive Home" was advertised in two major Toronto newspapers and response was high, with calls jamming the switchboard from one to three in the morning but tapering off in the later hours.

Though the service was free, many of the passengers insisted on giving tips. The \$93 which was collected will be donated to charity.

Planning for Safety Theme of April Courses

Experts estimate that good traffic planning can reduce collisions as much as 80 percent on city streets.

That's one reason out of many why traffic planning, for big cities or small towns, is becoming an increasingly important skill.

To update those skills and share knowledge about new developments in traffic planning, the Ontario Traffic Conference is once again conducting an annual traffic training course, to be held March 29 to April 16 at the Ontario Police College, Aylmer, Ontario.

There is also a special pro-

gram for policemen responsible for the supervision and planning of traffic programs. It takes in topics ranging from accident investigation to police traffic engineering responsibilities. The other part of the program is specifically aimed at traffic engineers, analysts and planners and is related to the needs of municipalities. Subjects include accident data, traffic volume counts and intersection design.

Director of the course will be Professor H. M. Edwards, M.S.C.E., of Queen's University in Kingston. Inquiries about the course should be directed to the Director of the Ontario Police College, Aylmer West, Ont.



Sprucing up for Spring

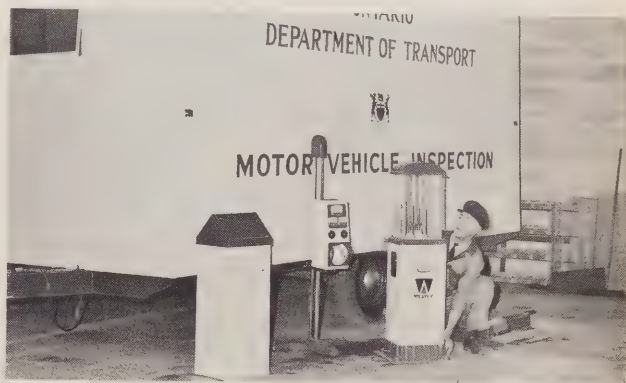
Housewives aren't the only ones who do spring cleaning.

Department of Transport is now in the process of sprucing up its motor vehicle inspection units to return to the road in April.

The units, 13 in all, travel the province from spring through to fall. They are supervised by Transport personnel who are qualified mechanics. In a routine operation the local police authority directs private vehicles into the check lane, to be inspected for possible defect.

The check includes 38 items, including front end suspension, brakes, tires, headlights to name a few. It's free of charge and there are always a good number of drivers who enter the check lane voluntarily to make sure their cars are in top running condition.

The inspection units have been cleaned, painted and updated and bear the Department of Transport signature and crest in blue and white. You'll be seeing them on the road this summer.



Lucknow, Cobalt Youngsters Win Safety Draw

For the thousands of youngsters who visited the Department of Transport's safety trailer at fall fairs last year, there was an added attraction—a draw for a free bike.

Two of the youngsters who filled out the skill-testing questionnaire correctly are this year's lucky draw winners: Dorothy Clark, 11, of Lucknow, and Elliot Slaght, 11, from Cobalt.

DHO a Foul-weather Friend

Setting out on a trip, for business or for pleasure?

You can plot your travel strategy beforehand by taking time to phone your local Department of Highways office.

A network of teletypes connects DHO offices in Ontario, giving information about road conditions across the provinces.

If it's snowing and blowing, DHO personnel can tell you the best routes to take on your trip.

Traffic Safety Roundup



ST. PAUL'S—It's a snap to fasten a seatbelt, as Constable John Haveron of the Sebringville O.P.P. shows youngsters at one of St. Paul's primary schools. Constable Haveron has been making seatbelt use the focal point of his safety talks, and brings along a belt to demonstrate wearing techniques. "Perhaps if we can get the children to wear them, the parents will get the habit too." •



MARKHAM—Markham Safety Council greets visitors and residents to the town with a timely safety message, erected at the town entrance on highway #48. This council project changes every month, featuring thoughts on safety for passers-by.

PRESTON—You can get a haircut, a shave, and pick up some safety tips too at Art Wurr's barbershop in Preston, where a huge bulletin board offers safe and sound advice to customers. The displays posted up on the board have featured information on different aspects of safety; the

rotating display is the idea of one of Mr. Wurr's young patrons, John Powers of Preston, who has been helping him on the project. Police are enthusiastic about the idea and hope other merchants will pick it up.

KITCHENER—Most high school students start off making book-cases in their shop classes, but student Ted Shand of Laurentian Senior Public School had a more ambitious project. This 14-year-

old requested permission to build a set of traffic lights for use in teaching safety to kindergarten students. About 20 other students helped him out on the construction and wiring, and the final product is now in use in the schools.

RICHMOND HILL—Four pint-sized cars, powered by batteries, are being used to give school children in grades three to six a practical idea of how the traffic laws work. The cars were donated by local businessmen and Richmond Hill Town Council. Traffic safety officer Doug Young finds them invaluable in his work. They're used on a driving range set up in the school gymnasium and each child gets a chance to

operate one, losing his turn when he makes a driving error. The program was first introduced in a pilot program last summer.

GUELPH—School buses carrying children to and from home each day in Wellington County are equipped with a new device to foil the driver who breaks the school bus passing law. It's instant communication via two-way radio systems with the main terminal, which will then relay the licence number and a description of the car to the police. Fred Elliot Coach Lines recently equipped its buses with the system, which should also prove of value in informing the police of collisions seen enroute.

Seat belts Save unborn baby and mother

Driver was wearing seat belt
escaped injury

Benefits for Safety Belt Users

Car seat belts
can save teeth
Saved by the belt

Lives Saved By Seat Belts, 2 Teachers Say

Seat belts get credit

Coming Events

February 26-27—Traffic Transportation Seminar, sponsored by the Ontario Traffic Conference for elected representatives, police, traffic engineers; King Edward Hotel, Toronto.

March 1-5—Ontario Traffic Conference 1970 Teaching Methods Course for safety officers, Ontario Teachers' College of Peterborough.

March 29-30—Annual convention of the Transportation Safety Association of Ontario, Royal York Hotel, Toronto. •

The headlines tell the story.

The effectiveness of seatbelts has been documented by the press, doctors and a growing number of motorists who owe their lives and health to them.

Yet it's been estimated that 20,000 Canadians last year were disabled or dismembered by windshield impacts alone . . . injuries which in many cases could have been prevented by the use of seatbelts.

In 1971, make a wise investment in safety—take three seconds out to buckle your seatbelt every time you get in the car.



ontario traffic safety

Published monthly for the use of all who have an interest in the promotion of safer highway travel. Contents may be reprinted without reference to the Department of Transport except where credit is given to other sources. Readers with safety activities to report should write Ontario Traffic Safety, Highway Safety Branch, Department of Transport, Room 352, Ferguson Block, Queen's Park, Toronto 18.

Hon. Irwin Haskett, Minister.

Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.

Pat Michener, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Irwin Haskett, Minister.

Workshops Explore Answers to Drinking Driver Problem

One of the root causes of highway death and suffering—drinking drivers—was a focal point at this year's Road Safety Workshops.

The Workshops attracted over 750 delegates to the Chateau Laurier Hotel in Ottawa, January 28, 29 and 30. Most came from the Regional Municipality of Ottawa-Carleton and surrounding areas, but there were also

ter of Transport Irwin Haskett outlined the scope of the drinking driver problem in Ontario. This province has an estimated 250,000 adults who consume an average of 3.4 fluid ounces of alcohol daily. Half of these drinkers can be described as alcoholics.

"The vast majority of them are drivers. Their traffic safety records are appalling."

Alcoholics have collision rates twice as high as non-alcoholics. Their chances of being involved in a fatal collision are four times as great as those of other drivers.

The Minister put forward some possible approaches to the problem—lowering the .08 blood alcohol permissible level to .05, banning drinking and driving altogether, making rehabilitation a condition of sentence for heavy drinkers convicted of traffic offences.

John Volpe, United States Secretary of Transportation and a guest speaker at the Workshops, said his department is now instituting a concentrated campaign aimed at identifying the drinking driver . . . "the fellow



At the Workshops: Guest of honour Hon. John A. Volpe (L), Secretary of Transportation for the United States, Washington, D.C., talks with R. L. Christie, President of Canadian Kodak Co. Ltd., Toronto and President, Ontario Safety League; and R. S. Withers (R), President and General Manager, General Motors of Canada Ltd., Oshawa.

who cruises around the streets with .10 alcohol in his blood."

He estimated that drinking drivers, who make up only seven percent of the driving population in the U.S.A., are responsible for half the deaths.

Workshop topics at the Ottawa

conference covered the gamut of safety, ranging from highway engineering to snowmobiles to bicycle safety. The conference was one of 17 held during the past 12 years to generate and encourage safety work across the province.

News, new ideas and information . . . they're contained in his special Workshop edition of *Ontario Traffic Safety*, reporting on a highly productive safety conference held in Ottawa at the end of January. More questions and information from the Workshops will be featured in future editions of the bulletin.

representatives from Quebec, the Maritimes, the western provinces, the United States and Great Britain.

In his opening speech, Minis-



Ottawa's Charlotte Whitton was a guest and delegate at the Ottawa Workshops; here she trades notes with Graeme Fraser (L), president of the Red Cross, Ottawa Branch; G. H. Nelms, chairman, Ottawa Transportation Commission; and Dr. H. B. Cotnam, supervising coroner, Ontario Department of Justice, Toronto.

10-Year Trend Reversed: Collision Figures Tumble

1970 might well be remembered as the year the tide turned.

For the first time in a decade, deaths due to traffic collisions went down, registering a significant decrease in fatalities of 8.8 percent. This represents a saving of about 148 lives from 1969, when 1,683 persons died in traffic.

The last time deaths went down in Ontario was in 1960, when the province had a small decrease of 1.9 percent.

The figures haven't been so low since 1964, when there were only about two and a half million vehicles registered, compared to three million in 1970. In addition, motorists travelled about

nine billion miles less in 1964 than in 1970.

Work is being done now to pinpoint the reason for the decrease. One factor which may have accounted for the decline was the introduction on December 1, 1969, of drinking and driving legislation which makes it a criminal offense to be in care or control of a car if more than .08 alcohol is in the blood. Increased use of seatbelts is also being investigated as a possible cause.

Tentative figures in other categories for 1970 show that injuries have gone up by about .2 percent. Collisions dropped by 3.3 percent.

What is a "Workshop"?

It's a group of people getting together to work out a problem.

It's a contact point, a meeting place. It's a way of generating ideas and compelling them to grow into action.

The Road Safety Workshops are concerned with our most vital resource—human beings. They are meant to shake the complacency with which we view the broken bodies, broken lives, that result from traffic collisions.

Safety work can be lonely. There are many causes more fashionable now. The Road Safety Workshops are a reminder that there are few causes more deserving, more urgently in need of support.

For the thousands of individuals concerned and working for the safety of their fellow citizens, the Workshops are a vote of recognition, and thanks.

Workshop No. 1:

Motor Vehicle Administration and Road Safety

- **"JUNKERS"**, old defective vehicles, started disappearing rapidly from Ontario roads two years ago, when a new law went into effect requiring a certificate of mechanical fitness before transfer of title or sale. At the workshops, a delegate asked the question, "how effective has this program been?"

A study conducted by the Department of Transport before and after the law went into effect showed the risk of safety defect was considerably diminished, by 13 to 15 percent. The law had its strongest impact in the sale of older model cars . . . risks went down by 40 percent.

In Ontario, about 400,000 of the province's 3,000,000 registered vehicles are new models each year. About one-third of the remainder come into contact with the mechanical fitness inspection program each year, providing an effective means of getting unsafe vehicles off the road.

- **SNOWMOBILE** use continues to mushroom. Asked about the number of snowmobiles registered in Ontario, panelist Herb Aiken said that in the last registration period, 1968-70, there were 113,000 licensed. This year, the Department makes a conservative estimate that 150,000 will be registered . . . the snow vehicle industry is predicting 200,000.

The snowmobile, improperly used, is a lethal weapon. The risk of death, according to statistics drawn up by the Department, is five times higher per hour of operation for snowmobiles than the relative risk for other motor vehicles.

- **STUDDIED TIRES** and their use in Ontario were discussed at Workshop #1. W. Q. Macnee, deputy minister of the Department of Transport, stressed the major reason studded tires were to be prohibited was not because of cost factors, but because of the safety hazards they generate. Pavement markings on highways in the province are obliterated by the studs, and no adequate replacement for the present system of lane marking can be found. The Department of Highways has experimented with "cat's eyes", raised reflectors set in the pavement, which are now in use in several European countries. During the winter months, these reflectors were dislodged from the pavement by snow-plows during regular winter maintenance. In Ontario, icy conditions, the only condition under which studded tires attain safety benefit, average out to only 1.1 percent of total day-miles, a formula composed of the number of days times the miles where each icy condition prevailed.



Irwin Haskett, Ontario's Minister of Transport, welcomes delegates at the opening session of the three-day Workshops.

CHAIRMAN:
Walter Q. Macnee
Deputy Minister
Ontario Department
of Transport



Panelists for Workshop No. 1



R. H. Humphries
Registrar of
Motor Vehicles
Ontario Department
of Transport



H. J. Aiken
Director
Vehicles Branch
Ontario Department
of Transport



H. N. Gilchrist
Director
Accident Claims
Ontario Department
of Transport



W. J. McIntyre
Director
Drivers Branch
Ontario Department
of Transport



E. H. Brezina
Manager
Safety and
Environmental
Control
Ontario Department
of Transport



R. G. Gower
Manager
Driver Control
Ontario Department
of Transport



W. B. G. Reynolds
Commissioner of
Highway Safety
Ontario Department
of Transport
and Co-ordinator
of the Workshops



M. H. Hallin
Manager
Vehicle Inspection
Ontario Department
of Transport

- **TRIPLE-TRAILERS** are being allowed on the roads in some provinces. Will they be permitted to operate in Ontario? At the Workshops, Walter Macnee, deputy minister of the Department of Transport, answered this question with an unequivocal "no".
- **MULTI-YEAR PLATES**, a system which would see the plate number identified with the driver rather than the vehicle and retained year by year, was brought up by one workshop delegate. This system is currently under study by the Department of Transport; panelists said it does appear to offer some very attractive advantages.

Good Law Enforcement— Can it Prevent Collisions?

Workshop No. 2:

Panelists of workshop #2 had some clear-cut evidence to show strict traffic law enforcement can and does reduce collisions.

Leslie Sterritt, chief constable of the Brockville police, drew on traffic statistics from his own city to show that when traffic charges go up, collisions and injuries go down. In 1968, his men laid 1,235 speeding charges. The following year, police conducted a concentrated drive on speeding offenders, handing out 1,993 tickets. The result was a drop of 11 percent in the number of collisions in the city of Brockville . . . a decrease of 12 percent in the number of injuries.

Most of the panelists on workshop #2 agreed the question was not so much whether traffic law enforcement is effective in reducing collisions—but how they could manage to get enough staff to effectively control traffic offenders.

Chief Sterritt pointed out that when all penalties for traffic offenses were increased in September of 1969, many more motorists decided to plead, "not guilty" . . . and his men ended up spending valuable working hours in court, instead of out on the road. Correspondingly, in 1970 Brockville's collision rate jumped by 21 percent.

Allan Campbell, superintendent of the Ontario Provincial Police for Long Sault, outlined a valuable aid to police in deciding on the best places to concentrate available men and patrols. Using "strip maps" of the city, police pinpoint both collisions and violations. "If the two don't concur," said superintendent Campbell, "then we know that selective enforcement isn't working. The maps are also most useful in assessing the effect of our patrols."

Children present a special enforcement problem to police. Youngsters who drive their bicycles in a dangerous fashion on the roads could possibly be charged with a juvenile offense . . . but police are reluctant to take this action. Chief Sterritt discussed a method Brockville police have found effective in dealing with the young bicyclists. A letter is sent to the parents of the child found committing an infraction, informing them of the offence. Within a week, the parents receive another letter, containing a stamped, self-addressed envelope asking them what action they took when they found out about their youngster's misbehaviour. "We've seldom had the same child twice," said Chief Sterritt.

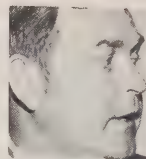
to reduce the incidence of collisions. "The results were out of all proportion to what we expected."

From a high of a 10 percent reduction in the first year, Britain's saving in lives effected by the legislation has levelled off to about seven percent better than before the introduction of the new legislation.

The Road Safety Group is now focusing attention on the critical area of child safety, trying to improve figures which show almost twice as many children are dying in traffic compared to 10 years ago. A safe cycling program recently introduced has had some encouraging success in lowering deaths.

A "crash-proof" car for the future? It can be done, says **John Volpe**, U.S. Secretary of Transportation.

"By 1980, I predict cars will be so safe it will be possible to



CHAIRMAN:
Judge K. A. Flanigan
County & Surrogate
Court
Regional
Municipality
of Ottawa-Carleton



John Cassels
Crown Attorney
Regional
Municipality of
Ottawa-Carleton



R. H. Humphries
Registrar of
Motor Vehicles
Ontario Department
of Transport



Hon. John A. Volpe,
Secretary of Transportation
Department of Transportation
Washington, D.C.

survive crashes up to 60 miles per hour."

The U.S. Department of Transportation is speeding research on a dozen experimental cars in all popular weight categories. By July 1, 1973, passive restraints will be mandatory on all cars produced in the United States. Air bags, automatic seatbelts, crash nets—"We don't care what it is as long as it is effective."

The U.S. government is waging all-out war on figures which show 150 Americans a day die in car crashes. The immediate aim, to be implemented with car safety design, alcohol counter-measures programs, highway improvements and public safety programs, is to decrease deaths by 10,000 within two years.

Don Jamieson, Canada's Minister of Transport, pointed to the

Superintendent
A. Campbell
Ontario Provincial
Police
Long Sault



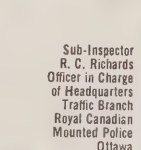
E. J. Houston, Q.C.
Barrister and
Solicitor
Ottawa



B. T. Ryan
Barrister and
Solicitor
Ottawa



D. W. Scott
Barrister and
Solicitor
Ottawa



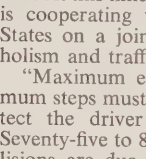
Deputy Chief
J. R. Murray
Metropolitan
Toronto Police



Sub-Inspector
R. C. Richards
Officer in Charge
of Headquarters
Traffic Branch
Royal Canadian
Mounted Police
Ottawa



Inspector C. Taylor
Traffic Division
Ottawa Police



drinking driver as the number one aspect of the driving problem. At this time, he said, Canada is cooperating with the United States on a joint study of alcoholism and traffic safety.

"Maximum efforts and maximum steps must be taken to protect the driver from himself." Seventy-five to 80 percent of collisions are due to human error, said Mr. Jamieson. The Federal Department of Transport is now studying human stress in the driving function in cooperation with Queen's University in Kingston.

The Minister also brought up the subject of snowmobiles and the new standards set for their manufacture through Canada's new National Safety Act. Field tests are now being conducted, with 15 different models under evaluation.



Hon. Donald C. Jamieson, M.P.
Minister of Transport
for Canada, Ottawa.

Feature Speakers . . .



Leonard E. Dale
Under Secretary
Road Safety Group
Department of the Environment
or the United Kingdom
London, England.

Leonard Dale feels that Britain's traffic safety problem is more accentuated than Canada's. Your road system is more modern . . . in our country, we have squeezed a quart of traffic into a pint of roads."

But Britain's tough legislation on drinking and driving, introduced in 1967, has done much



Hon. John Volpe, U.S. Secretary of Transportation, talks to delegates at the Friday afternoon luncheon.



▲ Ontario's Minister of Highways George E. Gomme, (L), chairman of the closing luncheon on Saturday, talks with Norman H. Bell, president of White Trucks and immediate past president, Canada Safety Council; Paul Ingram, editor of Bus and Truck Transport, and chairman, Ontario section, Society of Automotive Engineers, Toronto; and W. V. Turner, president, Rubber Association of Canada, Toronto.



Devlin Hunt, the president of the Canada Council of Young Drivers, and a student at University of Manitoba, Winnipeg, thanks Saturday guest speaker Don Jamieson, Federal Minister of Transport, at Saturday's closing luncheon.



▲ Visitors from Britain His Excellency Sir Peter Hayman (L), British High Commissioner, Ottawa, and Leonard E. Dale (centre), Under Secretary, Road Safety Group, Department of the Environment, London, England, speak with Ontario's Transport Minister Irwin Haskett, general chairman of the conference; E. A. C. Amy, executive director of the Consumers' Association of Canada; and O. G. Stoner, deputy minister, Federal Department of Transport, Ottawa.



Above, Dr. G. F. Davidson, president, Canadian Broadcasting Corporation, and Rev. Dr. Kathleen Christopher, minister of St. James United Church, Ottawa.



◀ Hon. James A. C. Auld, Ontario's Minister of Tourism and Information, chaired the Friday conference luncheon.

Delegates line up to carry away bagsful of free safety literature from the Department of Transport's safety smorgasbord.

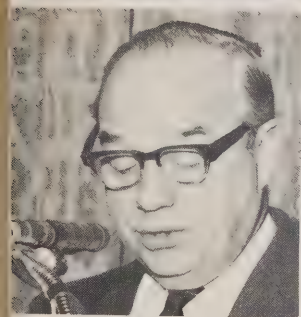


James P. Thackray, executive vice-president, Bell Canada, Toronto, and president, Canada Safety Council, welcomes delegates attending the opening day conference luncheon. ▶

Sharing a laugh: Judge G. E. Strike (L); Provincial Court, Criminal Division; and D. M. Coolican, Chairman of the Council, Regional Municipality of Ottawa-Carleton. ▼



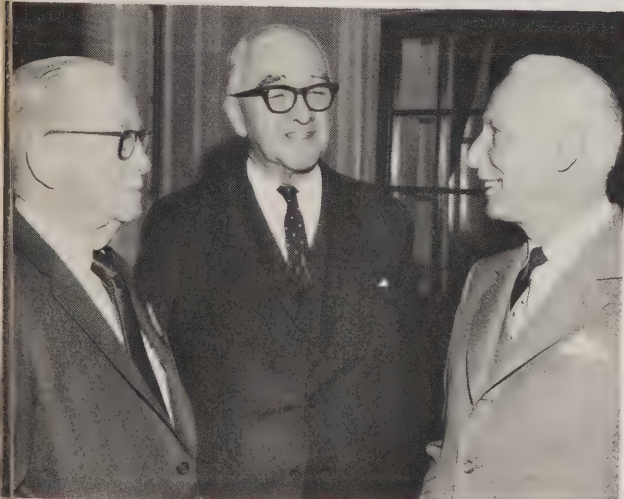
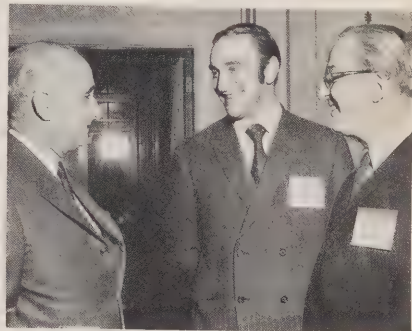
Deputy Chief Constable L. J. Seguin of the Ottawa police department, with Dr. H. K. Mussallem, executive director, Canadian Nurses Association; Mrs. Jean Sida, president, Ottawa Valley section, Consumers' Association of Canada; and Mrs. C. H. Lockhart, president, Ottawa University Women's Club. ▶



Chairman of the Thursday luncheon is Donald H. Morrow, M.P.P. for Ottawa West.



◀ At the speak-in and spin-out, Russ Jackson, (L), principal of Champlain High School and superstar of the Ottawa Roughriders, who was moderator of the special youth session, talks with Jim Bancroft, president of the Ottawa-Carleton Safety Council, and Walter Follis, executive engineer, Ford Motor Co. of Canada, Oakville.



Before the Saturday luncheon: E. L. Bushnell, (L), chairman of the board, Bushnell Communications Limited, Ottawa; with Laval Fortier, chairman, motor vehicle transport committee, Canadian Transport Commission, Ottawa, and Hon. Irwin Haskett, Ontario Minister of Transport.

Above: Workshops guests Dr. R. J. Dooley, director, district #8, Ontario Medical Association; Marcel Baril, assistant deputy minister, Quebec Department of Transport, and Dr. R. F. Borkenstein, Professor and Chairman, Department of Forensic Studies, Indiana University, Bloomington, Indiana, and Chairman of the International Committee on Alcohol and Traffic Safety, and inventor of the Borkenstein breathalyzer.

A swirl of pipes and dancers plus music by Orpheus, a 40-member choir, was sponsored by the Ontario Motor League, Ottawa club for the entertainment of guests at the Thursday night buffet supper. ▼



Workshop No. 3:

Engineering Traffic Safety

SUPER-LAMPS, high-intensity headlights which give a broader and brighter field of night vision, are now in use on many vehicles in Europe. A workshop delegate wanted to know whether we can expect similar improvements in lighting on North American vehicles. The answer: European-pattern headlights are permitted on vehicles this year in Canada. There is a good deal of activity in the North American car industry in this area and improvements can be expected.

SPECIAL LANES for slow-moving vehicles are in use in some other provinces and are now incorporated in road design in Ontario. This "third lane", according to panelist Roy Burnfield, is intended to keep traffic moving at speed on grades. You can note them in several locations in the province, for example, highway 17 from Petawawa to North Bay.

GUIDE RAIL design has changed in Ontario over the past years, with the ends being buried for protection in the event of a collision. One delegate said that buried guard rails would seem to be a hazard, as a car hitting them could possibly flip over. However, panelists explained that the new guard-rail design is intended for the protection of car passengers, rather than the car itself. Because the guard-rail does not impede the movement of the car, passengers are not subject to brutal impact forces . . . however, the car itself would probably be severely damaged.

CONTROLS on cars manufactured in North America are different on different makes, and a delegate asked panelists if they were going to be standardized as a safety measure. William Woodcock of GM said there is action going on in the industry now to improve this situation.

GOOD DESIGN and attention to safety features can minimize collisions in our cities and towns, traffic engineering panelists pointed out. Keith McLean said that a 35 to 40 percent reduction of collisions can be effected by controlling arterial parking. At one intersection in Ottawa, turns were prohibited, and collisions dropped to 49 from a high of 70. Hamilton's

experiment with one-way streets has effected a 41 percent reduction of car collisions, an 80 percent drop in pedestrian collisions. Such features as traffic medians, boulevards between street and sidewalk, islands at intersections and separate left-hand turn lanes, have proved to make roads safer for pedestrians and motorists alike.

PAVED SHOULDERS are in use in several states, and a delegate pointed out that they offer better protection for motorists who must leave the road in an out-of-control or collision situation. However, the Ontario Department of Highways doesn't intend to use this new design feature. Studies have shown there are more collisions on roads with paved shoulders, since motorists tend to use them as a throughway.

ENERGY-ABSORBING bumpers for cars are under study in the vehicle industry. However, panelists stressed the bumpers won't have any life-saving potential, only a dollar-saving potential . . . and they're only effective at speeds below 10 mph. E. C. Penney, Toronto Transit safety director, outlined his company's experience with water-bumpers, which have saved the transit authority about \$190 a year per bus in repair costs, and wondered why water-bumpers couldn't be used on passenger cars as well.



CHAIRMAN: Dr. G. D. Campbell
Director
Road and
Motor Vehicle
Traffic Safety
Federal Department
of Transport
Ottawa



W. A. Woodcock
Director of
Engineering
General Motors
of Canada Ltd.
Oshawa



J. E. Elliot
Director of
Engineering
Chrysler Canada
Windsor



R. G. Burnfield
Planning Engineer
Ontario Department
of Highways
Downsview



W. R. Smith
Development
Manager
Unroyal Limited
Kitchener



K. J. Schwietz
Technical Manager
Firestone Tire
and Rubber Co.
of Canada Ltd.
Hamilton



K. G. McLean
Director, Traffic
Engineering
Municipality of
Ottawa-Carleton



G. Wetherall
Commissioner
Roads Department
Municipality of
Ottawa-Carleton



M. S. Stevens
Manager, Traffic
Engineering
Ontario Department
of Transport
Toronto



Above, Ottawa Alderman Charlotte Whitton makes an emphatic comment on "the nut behind the wheel who's generally well-oiled and tight."

Workshop delegates are welcomed to the city of Ottawa by Controller Claude Bennett, acting mayor of Ottawa, at the opening session.

◀ Fernand Guindon, Minister without Portfolio and M.P.P. for Stormont, chaired the Thursday morning opening session.



Workshop No. 4:

What Can be Done About the Drinking Driver?

"Possibly never again will such intense interest be focused on the problem of the drinking driver. We dare not fail."

Dr. R. F. Borkenstein, inventor of the Borkenstein breathalyzer and chairman of the International Committee on Alcohol and Traffic Safety, was expressing the conviction of governments around the globe that the drinking driver is a hazard which can no longer be tolerated. In Canada and the United States, drinking drivers are estimated to account for 50 percent of all fatal traffic collisions. Crack-downs on drinking and driving can be effective, as proved by the experience of Britain and Sweden, where only 10 percent of deaths are due to alcohol involvement.

Although the .08 law on drinking drivers has been hailed as a probable factor causing the first decrease in all categories of traffic collisions in Canada since World War II, Doug Lucas, director of Forensic Sciences, is not convinced the new legislation is working; if, by 'working', we mean the number of drinking drivers has decreased. Examples from drinking drivers involved in fatal crashes which were examined by

Forensic Sciences showed 185 drivers with alcohol involvement during the six months before the legislation was passed. In the six months following, 200 drivers were proved to have been drinking.

Dr. Blake Coldwell underlined the cost of auto collisions due to drinking and driving. "Traffic accidents cost the Canadian economy one billion a year. If only 20 percent of that were due to alcohol, that would be \$10 per person."

A concentrated program to combat drinking and driving is now underway in the United States. There are nine areas taking part in the program at present, with another 20 being considered as potential sites. Dr. R. B. Voas explained the program functioned at the community level, and involved special drinking driver clinics plus increased surveillance and aid to these individuals.

In many cases, said Dr. Voas, it's not so much the ability of the drinking driver that is affected, but his psychology. Tests have shown that drivers with .08 blood alcohol or over tend to take more risks than a normal driver.



CHAIRMAN:
Judge L. Sherwood
Provincial Court
(Criminal Division)
Ottawa



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Director
Centre of
Forensic Sciences
Ontario Department
of Justice



Sgt. W. R. Pictou
Crime Detection
Laboratory
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Edmonton



Dr. B. B. Coldwell
Head of Toxicology
Pharmacology
Division
Department of
National Health
and Welfare
Ottawa



Dr. R. G. Smart
Assoc. Research
Director
Alcoholism and
Drug Addiction
Research Foundation
Ontario Department
of Health



Dr. R. Borkenstein
Professor &
Chairman
Department of
Forensic Studies
Indiana University
Bloomington



P. K. McWilliams
Q.C., Barrister
and Solicitor
Oakville



Dr. R. B. Voas
Principal Scientist
Office of Alcohol
Countermeasures
National Highway
Safety Bureau
Department of
Transportation
Washington, D.C.



R. Craig Hill
Racing Driver
& Sales Manager
Lotus Canada
Mississauga



Workshop #5 on bicycle safety was chaired by Philip J. Farmer (R), executive director, Canada Safety Council; panelists included Constable Dean Humble, traffic safety officer, Brockville police department; and Ed H. Brezina (L), manager, safety and environmental control section, Ontario Department of Transport.



Panelists for Workshop #5 T. S. Nease, president of the Canada Cycle and Motor Company and K. V. Smith, executive director, Canadian Cycling Association.

Workshop No. 5:

The New Bicycles—Are They Safe?

- Bicyclists pose a bigger problem today than they did 10 years ago, when a bike was considered a luxury item. Panel member T. S. Nease, president of Canada Cycle, said the number of children in the 5 to 15 age range has only increased 12 percent in the last few years — while bicycle sales have shot up 60 percent.
- How old should a child be before being allowed to ride a bike? Panelist Ed Brezina said that in line with his research and observation, a youngster should be 9-10 years old to ride a bicycle. Tests have shown that it's not until around this age children master the basic concepts of right and left, vital in order to operate properly in today's busy traffic.
- Here's a project for safety councils or individuals concerned about the safety of young cyclists. While manufacturers of bicycles send a considerable amount of information about proper sizing for bicycles out to dealers, some are more interested in making a sale than making sure the bike is the right size for the youngster. The risk of collision increases five times for a youngster who can't reach the ground comfortably with the ball of his foot while seated

on his bike. Department of Transport studies show the bicycle seat should be no higher than the top of the child's hip.

- A good enforcement and education program can do a great deal to cut down on bicyclist collisions. Three years ago, Brockville police introduced the Crusader Cycle Club Program in the schools. It has increased in size every year. In 1968, the first year of the course, there were 15 bicyclists injured in collisions on Brockville streets. By 1970, this number had dropped to four.
- While research has proven the new-style bicycles to be as safe as the standard models, K. V. Smith of the Canadian Cycling Association maintains they don't have the same light handling and manoeuvrability as standard bikes. The new bikes do have a shift of gravity to the rear of about 3½ inches, said industry representative T. S. Nease, but this is compensated for by the relation of the front wheel. "Modified" bikes with extended front forks are dangerous, the panel agreed. Brockville police have taken the step of banning them from city streets.



Workshop #6 was chaired by S. J. Berry, (L) director of education, Carleton Board of Education. Panelists included Carl E. Laybourn, deputy commissioner of highway safety, Ontario Department of Transport; L. W. Orser, coordinator of continuing education, Frontenac County Board of Education, Kingston; Ronald Jenkins, driver education coordinator, Ottawa-Carleton Safety Council; P. W. Randall, driver instruction teacher, Don Head Secondary School, Richmond Hill.

Workshop No. 6: Modern Trends in Driver Education

Driver education in Ontario is in a healthy state, but there's still room to grow.

In 1960, only 36 schools in the province offered driver education to their students, on a strictly extra-curricular basis. In 1966, driver education became part of the regular curriculum for occupational students. The growth of this subject is illustrated by figures for 1970, when 465 schools out of a possible 571 offered driver education to their students. About one out of every four eligible students took the course.

Is driver education effective? "Yes", was the answer from the panel as figures were drawn on from the States which showed driver education graduates had 50 percent fewer collisions than young people who had not taken the training. While driver training is generally believed to be an effective and worthwhile school subject (in a recent survey of 4,229 Canadians, 3 out of 4 said driver education courses were a proper use of tax-payers' money), members of the audience at Workshop #6 had some complaints about teaching methods.

Car insurance, driver licensing, driver education, were subjects which concerned the young people who lined up at the mike to question the panel at the road safety speak-in.

Bruce Heayn, a member of the Canadian Council of Young Drivers, said driver education teachers too often fill up time with prepared tests and reading from the text. He felt more class discussion, films, guest speakers and learning aids should be used to stimulate interest.

Phil Randall, driver education teacher at Don Head Secondary School in Richmond Hill, outlined his school program and facilities for driver training. A wide variety of aids are provided to Don Head students: film library, teaching tapes, driving range, driver simulators with computer track of the individual student's driving response, plus other aids. Snowmobile and motorcycle courses are conducted at the school as well as driver training.



Over 6,000 young people crammed into Ottawa's Civic Centre the night of January 29th to take part in the special Workshops youth session. The evening started off with a panel discussion on young people and the part they could play in preventing traffic collisions; it concluded with a rock dance.



Youth panel members at the speak-in: Donald Forrester from Carleton University and Janet Chappell, University of Guelph.

Below, two members of the adult panel; Jack Humphrey, secretary of the Insurance Bureau of Canada, and Constable Ken Fletcher, Ottawa Police.



On Friday night, young people from the Ottawa area flocked to Civic Centre by the thousands to take part in a special youth event, the road safety speak-in and spin-out.

The bi-part evening, which was sponsored by the Ottawa-Carleton Safety Council, featured a panel discussion followed by entertainment provided by two live bands. Making up the youth panel were the members of the Canada Council of Young Drivers, a group of young people sponsored by the Insurance Bureau of Canada. The adult panel was made up of representative from the automobile industry, insurance industry, police, government, driver instruction, and motorcycle manufacturing.

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Hon. Irwin Haskett, Minister.

Walter Q. Macnee, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.

Pat Michener, editor.



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Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Charles MacNaughton, Minister.

Charles MacNaughton New Minister of Transport

Ontario Department of Transport has a new Minister . . . Hon. Charles Steel MacNaughton, formerly the Treasurer of Ontario and Minister of Economics.

Mr. MacNaughton assumed the twin portfolios of Minister of Transport and Minister of Highways on March 1. For Mr. MacNaughton it is a return to the field of transportation, one of his major interests, as he has served previously as Minister of Highways.

A former managing director of Jones MacNaughton Seeds Limited in Exeter, Mr. MacNaughton makes his home in that city and has been the member for Huron Riding in southwestern Ontario since 1958.

Mr. MacNaughton was born and educated in Brandon, Manitoba. He is married, with two children.

It's cycle season



You've seen it many times; a youngster wobbling along on a bicycle twice his size, on his way to school or play.

Facts recently revealed by the Department of Transport show that child has a five times greater chance of getting involved in a collision than a bicyclist on a right-sized vehicle. A bicycle a child must "grow into" is a real safety hazard, with the risks far outweighing the dollars saved by buying for the future.

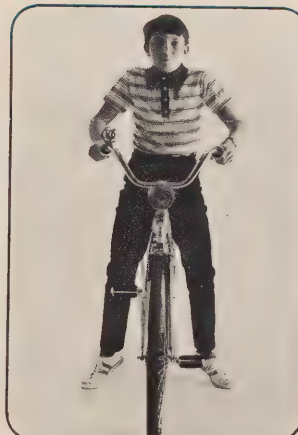
If your child will be a bicyclist this spring, check to make sure his bike fits this formula . . . The top of the bicycle should be higher than the top of the youngster's hip. He should be able to reach the ground comfortably with the ball of his foot when seated on the bicycle.

His bicycle should be equipped with a carrier. A Department of Transport study of 275 bicycle collisions showed that many of the youngsters were unable to control their bikes because they only had one hand free for steering.



Department of Transport studies show the safest bike for your child is one which allows him to reach the ground comfortably with the ball of his foot from a seated position.

Bike equipment such as hand-brakes demand good coordination and some physical strength. If your youngster is under 10, he probably will find them more of a handicap than a help. Over the



age of 10, the Department of Transport bicycle study indicated hand-brakes did reduce collision risks.

Collision research shows that good night lighting for your

child's bike is a must. If he will be using it during the evening hours, the law requires the bike to be equipped with a front light and a red reflector or light on the rear, plus red reflective tape at least 10" long and 1" wide on the back fender. The front forks must have white reflective material of the same dimensions.

Probably the biggest factor affecting your youngster's safety on his bike this spring will be his maturity and responsibility. Studies have shown that most youngsters don't master the basic concepts of right and left until age nine or ten. This is the elementary knowledge needed to operate a bicycle safely in today's traffic. Other concepts, such as hand-signals, right-of-way, and driver courtesy are as necessary to a cyclist as a motorist.

Check your youngster's bike before he takes it out on the road this spring. If he's been using it for a year or more, the tires may be bald. All nuts should be tightened and moving parts lubricated.



WATCH OUT!! Out come the balls, the bicycles and the skipping ropes. This photo was sent out to newspapers across Ontario as a reminder from the Ontario Department of Transport that spring means extra caution for motorists . . . and extra surveillance for parents. In Child Safety Week, May 1-7 this year, the Canada Safety Council asks your special help to make sure spring days are carefree days for the young set.



Frank Herbert, CBC "Safety Clinic" host and moderator.

"Safety Clinic" Goes National

CBL-radio's "Safety Clinic" celebrates its 25th anniversary on the air this year by going national on the CBC network.

The punchy, five-minute short featuring safety tips for CBL-radio listeners was started by the late Reid Forsee in 1946. For the last 11 years, moderator and host for the program has been Frank Herbert, CBC announcer. "Safety Clinic" usually features one or more guests speaking on different aspects of safety.

Questions from the Ottawa Road Safety Workshops

Would a yellow or orange line on our highways not afford a better contrast under snow or rain conditions?

Merv Stevens, manager of the traffic engineering section, Department of Transport, says the answer to this question is basically "yes". Yellow dividing lines are going to be incorporated in roadway design starting in 1971. They'll be used to distinguish between opposing traffic lanes. The yellow barrier lines will be especially helpful on city streets, since they will indicate two-way traffic flow and cut down on the possibility of mistakenly entering one-way streets.

What is the responsibility of a police constable when he sees a car stopped on a controlled-access highway with the four flashing lights operating and the driver sitting behind the wheel?

Inspector Fred Blucher of the Ontario Provincial Police says the police constable should stop and find out what the problem is. "There are no regulations which

say, 'you must stop'. It's just a routine check." Essentially, no stopping is allowed on controlled access highways except in the event of an emergency.



John Murray, Deputy Chief of the Toronto Police Department, speaks up in a question-and-answer session at the Ottawa Road Safety Workshops, held by the Department of Transport in the Chateau Laurier, January 28-30.

Is there any standard for the length of acceleration and deceleration lanes? If so, is there any definite program to bring deficient areas up to standard?

D. W. Farren, road design engineer for the Department of Highways, says there are definite standards for acceleration and deceleration lanes in Ontario . . . the lengths vary according to a formula which takes into account the speed of the highway and the volume of traffic. "Deficient" areas are remedied in two ways: the DHO computer gives the collision history of every one-tenth mile of roads under Highways supervision, effectively pinpointing hazardous areas. As well, the Department of Highways is continuously resurfacing and upgrading roads throughout the province.

Who is responsible for removing trees, hedges and other objects which block a driver of a vehicle from observing vehicles approaching from right and left?

Roy Cowley, director of the engineering operations branch, De-

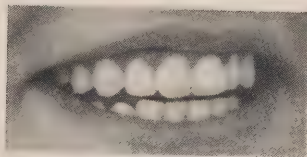
partment of Transport, says if the obstacle to clear view is on municipal property it's within their jurisdiction to remove it. The usual road allowance is 66' . . . this may take in part of a property-owner's lawn, driveway, etc. Some municipalities in Ontario have passed by-laws by which they can remove obstacles to clear view, even on private property, if they constitute a hazard. If the obstacle is on private property where there is no such by-law, there is little recourse except to ask the owner if he will remove it.

Your car's just gone through the wear and tear of winter driving . . . now is the time to make sure it's in shape for the miles of summer travelling ahead.

Ontario Traffic Safety reminds motorists that only regular maintenance plus thorough check-ups can catch car defects before it's too late. Some 10 percent of Canada's half-million reported motor vehicle collisions involve mechanical malfunctions.

Check your car for spring . . . check collisions.

SEATBELTS can save SMILES



Teeth are one part of the body that gets a lot of attention.

They get brushed every day. They get inspected in the mirror, frequently. Over the years, you may spend several thousand dollars in maintaining and preserving them.

That's why it's ironic, says Dr. David MacDonald, one of only about 100 oral surgeons in Canada, that most people won't even take the simple precaution of wearing a safety belt. The patients he sees often have teeth cracked off right at the gumline due to a collision. Their mouth injuries are often complicated with disfiguring facial injuries, sometimes requiring plastic surgery.

In his Toronto practice he's become concerned about the fact that while many people are doing up their seatbelts on high-speed highways, they still have little idea of the brutal impact forces that can result from a collision at speeds of 25 to 40 mph. in city driving.

"The vast majority of collision injuries I see happened in the metro area, on just an ordinary street, at low speed," says Dr. MacDonald. He points out the fact that while the retractable steering wheel and padded dash standard on most new-model cars have helped minimize injuries, motorists can still break jaws and teeth if they impact against them.

He, like many of his colleagues in dentistry and in medicine, is now making a practice of asking patients whether they were wearing a seatbelt at the time of the crash. Almost invariably, the answer is no.

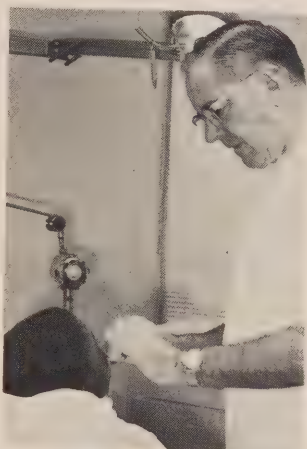
"Only one patient I saw in the last year was wearing a seatbelt, and he wasn't too badly off." The seatbelt plus shoulder belt,

says Dr. MacDonald, is the ideal configuration to prevent this kind of injury.

"Some of the worst ones I've seen have gone forward and hit the windshield," says Dr. MacDonald. "This can result in fractures of the upper and lower jaw both."

Repair work can be expensive, ranging up to several thousand dollars in cost.

And, as the saying goes, the



Oral surgeon Dr. David MacDonald sees many injuries caused by city collisions . . . most of them, he says, could be prevented by the use of seatbelts.

teeth you get are never as good as your own. "This is such a vulnerable area," Dr. MacDonald says. "If you hit an arm, you might get a bad bruise . . . but with teeth, there's really no substitute."



Eric Lovermark of the Canadian Standards Association conducts an impact test on a crash helmet used by a motorcyclist who was involved in a collision.

Study Probes Performance of Crash Helmets

By law, motorcyclists must wear crash helmets on Ontario roads. If they get in a collision, do they still get head injuries? If the answer is yes, what further modification could be made to the helmet to give extra protection?

The answers to these and other questions about crash helmet design and safety are being probed now by the Department of Transport, in conjunction with the Canadian Standards Association. The study has the help and co-operation of the Committee on Trauma of the Royal College of Physicians and Surgeons, the police and 15 hospitals in Ontario, who are forwarding the helmets of motorcyclists involved

in collisions for testing at C.S.A. labs.

The project is funded by a grant from the National Department of Health and Welfare. This real-life study of crash injuries should help set future standards for helmets to protect motorcyclists in the years to come.

DDC Courses Graduate 212,000

Thanks to the Canada Safety Council, more than 93,000 motorists got the chance to brush up on their driving skills last year through defensive driving courses conducted across Canada.

This figure represents an increase of 20,000 over 1969. To date, a total of more than 212,000 Canadian drivers have graduated from the course.

\$ for Ideas On Safety

The Ontario Traffic Conference is holding an annual essay competition, open to members of the Conference or their employees, plus members of supporting government bodies.

The subject of the essay contest is motor vehicle traffic, in relation to engineering, enforcement and education. There's a prize of \$100 for the winner and an award of \$50 for the runner-up. Deadline for the contest is April 30. Essays should be no longer than 2,500 words; mailing address for the contest is the Ontario Traffic Conference, 648 Finch Avenue East, Willowdale, Ontario.

Coming Events

April 1-May 6 — Efficient Fleet Management course, held by the Ontario Safety League, 409 King St. West, Toronto.

April 5-7—1971 Safety Conference, Industrial Accident Prevention Association, Royal York Hotel, Toronto.

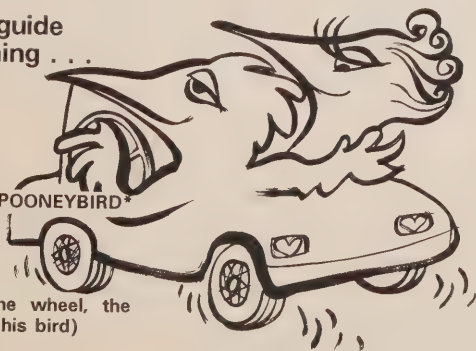
April 19-23 — Ontario Safety League Fleet Maintenance course, Toronto.

May 3-7 — Commercial Vehicle Driver Trainer course, Ontario Safety League, Toronto.

A motorist's guide to bird-watching . . .

SPW-MOVING SPOONEYBIRD*

(One hand on the wheel, the other around his bird)



Traffic Safety Roundup



TORONTO—Retiring Minister of Transport Irwin Haskett was given a standing ovation at the Ontario Safety League's safe driver award banquet, held at the Royal York on March 1, in recognition of his dedicated work for safety in the province. At the banquet, Mr. Haskett presented awards to 30 drivers who have completed their 25th year of collision-free driving. Another 130 earned their 20-year awards.



BARRIE and PETERBOROUGH police forces have jumped into a new area of safety instruction during the winter months—snowmobiling. In Barrie, Constable Robert Thompson (L) has been conducting snowmobile patrols on his own time, on a snowmobile donated by Bombardier Limited to city police. He's not out to arrest drivers, he says, but to cut down on some of the "horseplay" that often goes along



with the sport. As well, he's instructed many students in the city of Barrie in snowmobile safety. In Peterborough, Sgt. Ray Craig (R) used a miniature snowmobile, slides, films and literature to instruct 3,000 school children in the basics of snowmobile safety and know-how. The very successful program has also been presented to several service organizations and parents' groups.

SAULT STE. MARIE—The Sault Safety Council is inviting individuals and organized groups, such as Parent Teachers' Associations, service clubs, to submit written briefs on pedestrian safety

in the community. The council is preparing to present a brief on this subject to city council, and is seeking worthwhile suggestions and recommendations from the community at large.



TORONTO—Through the years, director of public relations for the Toronto club of the Ontario Motor League Bill LeSavage has been unfailing in his work to promote student school safety patrols in the province of Ontario. In recognition and appreciation of his activities, district police officers and the O.P.P. held a banquet for Mr. LeSavage in January, and presented him with this plaque bearing the badges of Metro Toronto, Oshawa, Mississauga, Innisfil, Orillia, the O.P.P., Whitby and Barrie police, plus the Ontario Department of Transport. Presenting the plaque is O.P.P. safety officer Sgt. D. J. Robson.



BROCKVILLE—When Rusty Staub of the Montreal Expos visited Brockville recently, he took time out to talk to student safety patrollers from six schools in the Brockville area about safety, and to sign autographs for his young fans. With him from the Brockville police department are Constable Dean Humble (L), and Chief of Police N. L. Sterritt.

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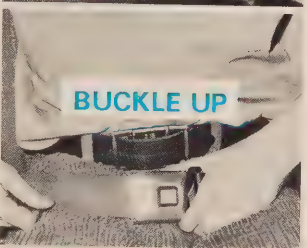
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Published in the interest of greater traffic safety by the Ontario Department of Transport, Hon. Charles MacNaughton, Minister.

Victoria Day
Marks Start
Of Summer
Weekend Traffic

Wherever
you're going . . .

... out on
the highway



Hipbucker Style For Seatbelt Wear

High, low — where should a seatbelt go for maximum safety and protection?

One of the strongest parts of the body is the hip structure, natural protection for some of the body's vital organs. Seatbelts are designed to ride low and snug on the hips. The lower edge of the belt should run right along the line where legs and torso join.

In one case, a young man involved in a two-car collision near Kemptville in November 1970 was killed because of lacerations to his liver caused by wearing his seatbelt too high.

Worn low around the thigh and pelvic area, a seatbelt is safe even for pregnant women. And a seatbelt must be worn snug. Worn loosely, there's the possibility it could move upward in the event of a collision, causing bruises or lacerations. •

A.T.C. McNab is Appointed Deputy for New Department

The appointment of A. T. C. McNab as Deputy Minister of the planned new Department of Transportation and Communications has been announced. Walter Q. Macnee, previously Deputy Minister of the Transport Department, has been named Deputy Minister of Lands and Forests. The appointments became effective on May 1.

Previous to his new appointment, Mr. McNab was Deputy Minister of the Department of Highways, a position he had held since July 1962, when he was promoted from Assistant Deputy Minister (Administration). Responsibilities of the Highway Department are merged with those of the Transport Department in the new Department of Transportation and Communications.

Mr. McNab joined the Highway Department's Land Surveys Section in October, 1933, and was appointed Superintendent of the Engineering Audit Section in 1954. This became a dual position when he also assumed the responsibilities of the Senior Executive Assistant to the Deputy Minister in 1958. In 1959 he was appointed Chief of Administration and Assistant to the Deputy Minister.

He is vice-chairman of the Ontario Civil Service Commission and is a member of the recently-formed Ontario Government Supply Board.

When the Public Service Act was amended in April, 1963, to establish the Ontario Joint Council, Mr. McNab was the first appointed senior government representative for a three-year term of office.

Born at Acton, Ontario, May 2, 1913, Mr. McNab was educated in Toronto. In the Second World War he served overseas as a Lieutenant with the Royal Canadian Artillery.

In 1967, he was presented with an Honorary Life Membership in the Ontario Good Roads Association. He is also a member of the Board of Trade of Metropolitan Toronto, the High Park



A. T. C. McNab

Curling Club, the Lambton Golf and Country Club and the Ionic Lodge, A.F. & A.M.

Walter Q. Macnee had been Deputy Minister of Transport since December 1966. In 1950, after completing his B.Sc. in Civil Engineering at Queen's University, he began his civil service career with the Department of Highways. In 1952-53, he did post-graduate work at Yale University's Bureau of Highway Traffic. From 1962 to 1966 he was traffic and planning studies engineer with the Highway Department. •



Dr. Donald F. Huelke, Professor of Anatomy, Medical School, University of Michigan, Ann Arbor, Michigan, used graphic slides to point up the need for child restraints at an open forum organized by the Children's Automobile Safety Committee of the Consumers' Association of Canada at Sick Children's Hospital recently. During the question period which followed Dr. Huelke's presentation, questions were fired at a panel composed of (L to R) Mrs. Joy Moon, Convenor for Children's Automobile Safety, C.A.C.; Dr. Robert J. Imrie, a Toronto paediatrician and Member of the Board of Directors, Ontario Safety League; Walter D. Folis, Executive Engineer, Ford of Canada, Oakville; and G. S. McCullough, Vehicle Safety Engineer, General Motors of Canada, Oshawa. Dr. Huelke was in Toronto for a C.B.C. appearance on "Take 30".

CAC Campaign Boosts Demand for Safe Child Seats

A flurry of publicity in the form of newspaper articles and letters to the editor has sparked interest in and demand for safe child restraints during the first few months of 1971.

The 65,000-member Consumers' Association of Canada has been heading up the push to get good safety seats for children too young to use a regular seat-belt into the stores and available to the general public. Spearhead of the project is Mrs. Joy Moon, Toronto mother of two, whose search for safe child restraints for her own youngsters led her to seek the assistance of the C.A.C. and brought her campaign nation-wide publicity via an article syndicated by Canadian Press.

If you're the parent of an infant or a toddler whose weight is under 50 lbs., ensure his or her safety as a passenger in your car by buying and using an approved child restraint. You can obtain information on child safety seats from several sources. . . . The Ontario Department of Transport, the Ontario Safety League, (409 King Street West, Toronto) or the Consumers' Association of Canada, (100 Gloucester Street, Ottawa).

Letters to the Editor

Dear Editor:

I am a firm believer in having headlights on during daylight travelling. I have been following this practice for at least 10 years and notice that an increasing number of cars in northern Ontario are following the same practice.

My reasons for using daylight running lights:

Cars are visible much further away . . . modern cars present very little colour to the front and with chrome trim, tend to take on the colour of their surroundings.

It's a quicker method of telling which way a car in the other lane is going. This is especially important on a two or three-lane highway.

The dotted lines on some of our highways are misleading as they were designed for higher cars and new cars can be hidden in small dips. If they have their headlights on, you have likely spotted them before they dropped out of sight and will not be trapped into a passing situation thinking the road is clear.

I have noticed that "white line huggers" tend to move over when they see lights and leave you your share of the road.

G. R. EDWARDS,
Safety Engineer

Deep River, Ontario.

Dear Editor:

I have received and read numerous Ontario Traffic Safety bulletins and have enjoyed your articles thoroughly.

In my profession, I travel Northern Ontario from Hearst to Orillia to Sault Ste. Marie. I have several recommendations regarding car design as a result of travels in these areas which could apply to other parts of Ontario as well.

Concave lenses on tail lights become invisible during winter driving. Snow picked up by the tires packs into the concave lenses, creating an obviously dangerous situation. I believe all tail lights should be convex.

In 1947, a manufacturer produced a car which had a large convex brake light on the centre of the trunk which lit up only when the brakes were applied. I feel that an independent brake light located in the centre of a vehicle would be the safest method of visual recognition and would cut down on rear end collisions.

As a practical tip for motorists who must drive during the winter, I have found that insulating the car battery assists greatly in conserving battery power in cold weather. One simple method is to tape one-half inch thick styrofoam, cut to battery size around the battery.

A. KOSKI

Hammer, Ontario.

. . . . And, From a Young Reader

Dear Editor:

I do hope you remember me. You sent the lady who took the bicycle pictures.

I got them a few days ago, thank-you. But I just found out something when I got my bike out Monday, March 22, my first time this year I was in my bellbottoms and one leg got caught in the foot pedal while I was riding. Please tell other children to tuck or tie them to keep from having a serious accident.

Thank you.

Yours very truly,

Susan Davey
457 Millwood Road
Toronto.



Editor's Note:

Susan's pictures were used in the Transport Department's Annual Report to illustrate right and wrong bicycle sizes.

Pushbutton Phystester is Designed To Keep Impaired Drivers Off the Road

For more than a year and a half General Motors' Delco Electronics Division has been working on a device that may some day help keep motorists from operating their vehicles if they are drunk or impaired in other ways.

Called a Phystester (TM) Ignition Interlock System, the device is aimed at the largest single cause of automotive fatalities and disabling injuries: crashes involving drivers with significant levels of alcohol in their blood. If the Phystester proves feasible, it could be built right into the instrument panel of future vehicles—taking up no more space than present electric clocks.

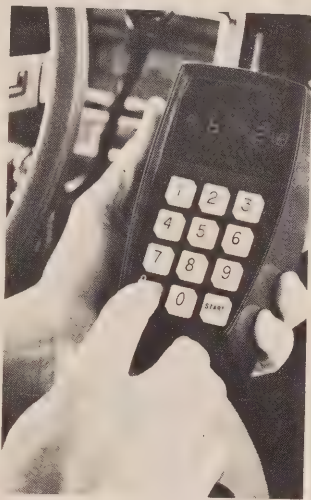
The Phystester is designed to work like this: when the driver turns on the ignition key in his car, a random number with a fixed number of digits (five), is displayed for a few seconds on a miniature scoreboard. Then the number turns off, and the keys in a keyboard below the scoreboard light up. The keyboard is similar to that on a pushbutton telephone.

The driver then has a short time in which to punch into the keyboard the exact number he has just seen displayed on the scoreboard. If he does this successfully in the time allowed, the car will start. If he fails the test, the driver has two more chances to start the vehicle, although a different number would be displayed for each separate try. If he failed two more times, the vehicle is inhibited from starting for an extended period of time.

The Delco Electronics engineers and Medical College of Wisconsin researchers believe this simple test, which takes a few seconds to perform, can quickly check four human faculties that are degraded early by excessive amounts of alcohol: visual acuity, short-term memory, coordinated motor response and judgment.

EVALUATION

The Department of Environmental Medicine at the Medical College of Wisconsin (formerly Marquette School of Medicine), is conducting a unique scientific evaluation of the experimental Phystester. Dr. Richard D. Swart, chairman of the department, is directing a team of medical researchers and volunteer "subjects" to check the ability of



LATEST CONFIGURATION OF THE PHYSTESTER (TM) IGNITION INTERLOCK SYSTEM is a hand-held unit that can be installed in a car for test purposes with little disturbance to the interior.

the Phystester to discriminate between a normal individual with normal responses and a person who has had too much alcohol to drink. Test subjects are under constant medical supervision.

From the data gathered in the medical evaluation of the Phystester, it is clear that the device can be effective in identifying people who are under the influence of alcohol. The effectiveness of the Phystester depends on test factors and upon levels of inebriation.

Delco Electronics engineers and the Medical School scientists are trying to find a test which all of the driving population can pass sober, but which will sort out a significant percentage of the population when they are legally drunk. The Delco research and development team believes it can devise a Phystester that will be approximately 50% effective in preventing drunk people from starting their motor vehicles. Translated, this would mean a test that most of the population could pass at least one try out of three when they were sober, and which 50% of the people would fail three tries out of three when their blood alcohol concentrations were .10 or higher.

Test results thus far have shown that the effectiveness of the Phystester increases as the blood alcohol concentrations of the test subjects increase. •

New OCYD Groups Organize Community Safety Projects

A new youth group, known as the "Ontario Council of Young Drivers" has recently been formed in Ontario and is already becoming very active in safety projects throughout the province.

The organization resulted from the enthusiasm generated by the members of the Canada Council of Young Drivers at their conference held in Ottawa in January. The conference was sponsored by the Insurance Bureau of Canada. This conference included participation by their members in the Department of Transport Road Safety Workshops held in Ottawa at the same time.

Chapters of the newly-formed O.C.Y.D. Ontario group are located in Kingston, Brockville, London, Kitchener, Windsor, Toronto, Waterloo, Ottawa, Peterborough and Guelph. They will be working with safety councils and independently to promote safety projects in their area.

In Kingston, Ontario Council of Young Drivers chairman Bruce Stanton and three other students will be conducting Crusader Cycle Clubs in four elementary schools during the months of June and July, with the co-operation of the Kingston Safety Council and local police.

The Peterborough and Kingston groups are presently organizing an Inter-City Car Safety Rally which will be held on Saturday, May 15th. For this rally, the Peterborough and Kingston

groups will follow different routes, with the rally ending at Presqu'ile Park. It is being sponsored by the Ontario Motor League—Kingston and Peterborough Clubs, the Kingston Safety Council and C.I.A.G. Insurance of Guelph.

The other O.C.Y.D. chapters in the province hope to initiate child safety projects, similar to the project organized by the Kingston group, in their own communities within the coming months. •

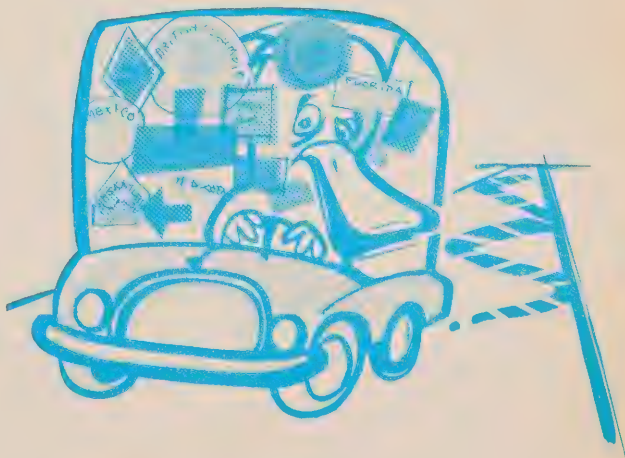
Motorcycle Helmets A Reminder

Here's a reminder for motorcyclists. In Ontario, motorcycle operators and passengers must wear helmets which comply with regulations of the Highway Traffic Act.

All helmets must meet Canadian Standards Association standards on and after January 1, 1970 with this exception . . . during the period from January 1, 1970 to December 31, 1971, helmets conforming to the requirements of the Snell Memorial Foundation or British Standards Institute will be permitted. Helmets must bear the appropriate monogram or certificate.

On and after January 1, 1972, all helmets must meet Canadian Standards Association standards.

BIRDS TO WATCH FOR . . . Decaled Duck*



(*likes to show people where he's been but can't see where he's going.)

Traffic Safety Roundup



School safety patrols can save young lives, and to exchange ideas on how to keep them operating at peak efficiency, representatives from schools in Kent county met for a half-day seminar on school patrol organization and motivation recently. The workshop was a success, with good participation by supervising principals, teachers and police. Above, S. Darnforth (L), Thamesville; E. Paul, Canadian Automobile Association, Ottawa; D. Savoie, Essex County Auto Club, Windsor; and Chatham O.P.P. Constable D. Mathewson look over some of the news clippings publicizing the county's safety patrol program.

BRANTFORD — Police in Brantford are holding a weekly "forgiveness day" — pardoning motorists of most offences under the Highway Traffic Act and city by-laws and giving them a warning instead. Chief of Police George Kerr says he wants his officers to make more contact with the motoring public and explain to them the dangerous aspect of their violations. If a motorist gets more than one warning in a six-month period, he'll receive a ticket. The special day will not be announced to the public but chosen at random by police officials.

COLLINGWOOD — A Collingwood driver instructor is seeking help in obtaining information about teaching the neurologically handicapped, or students with learning disabilities. Don Tickle, Poplar Driving School, P.O. Box 115, Collingwood asks anyone

who's had experience working with these special students or any material on the problems which might be encountered by the neurologically handicapped student learning to drive, to contact him. Mr. Tickle hopes to build up a library of material which will enable him and others to give the right kind of teaching instruction to these students.

* * *

TIMMINS — The "Road Rebels" Car Club in this city isn't for hot-rodders, but for "cool-rodders" only . . . their concept is public service, and this year they plan to implement it with a series of defensive driving courses coupled with safe driving roados. Trained mechanics in the club will be instructing the public in basic repair and maintenance for their cars as well. President of the Road Rebel Club is Jean Chamberlain of Timmins.

New Traffic Safety Consultant To Work in Thunder Bay Area

Department of Transport is pleased to announce the appointment of a new traffic safety consultant serving the districts of Kenora, Rainy River and Thunder Bay.

Art Gilbert will be representing the Highway Safety Branch of the Ontario Department of Transport, in charge of the development and support of a wide variety of community safety programs such as school patrols, safety council activities, bicycle safety and pedestrian safety programs for both children and adults, school bus seminars and safety workshops. One of his major programs will be the inspection of the driver instruction courses being taught in the secondary schools.

His office is located in the



A. A. Gilbert

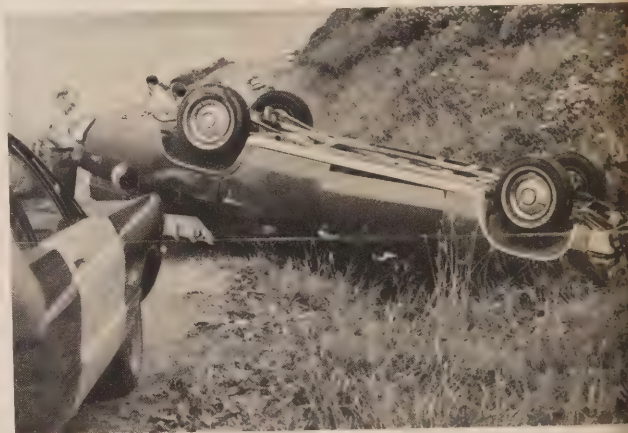
Driver Examination Centre, Inter-city Plaza, Thunder Bay.

Previous to joining the Department, Mr. Gilbert was vice-president of Triple-A Van Lines. However, the major part of his career has been spent with the Royal Canadian Air Force, where he held the rank of flight lieutenant. As a navigation officer, he has worked in both recruitment and training programs with the Air Force.


Coming Events

May 26, 27 and 28 — Ontario Traffic Conference, Four Seasons Motel, Belleville.

June 6-9 — Canada Safety Council annual conference, Hotel Bessborough, Saskatoon, Saskatchewan.



It's hard to believe the driver of this car came through unscathed . . . but both he and his wife received no injuries when their car and trailer overturned on a sharp bend in the road. People who stopped to help were fearful of the sight they were about to witness and were amazed to see the couple climb out of the wrecked car unhurt. Their seatbelts kept them alive and uninjured.

 **ontario traffic safety**

Published monthly for the use of all who have an interest in the promotion of safer highway travel. Contents may be reprinted without reference to the Department of Transport except where credit is given to other sources. Readers with safety activities to report should write Ontario Traffic Safety, Highway Safety Branch, Department of Transport, Room 876, Ferguson Block, Queen's Park, Toronto 182.

Hon. Charles MacNaughton, Minister.

A. T. C. McNab, Deputy Minister

W. B. G. Reynolds, Commissioner of Highway Safety.



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New Department Broadens Transportation Scope

Ontario has combined the Departments of Transport and Highways.

The bill creating the new Department of Transportation and Communications received final reading in the legislature in late May. Responsibilities of the new department include the functions of the old departments and the Ontario Northland Transportation Commission. Other provincial government transportation and communications agencies may be added during the later stages of the organizational program.

Hon. Charles MacNaughton, Minister of DTC said, "our focus will shift from an almost exclusive preoccupation with roads, and

how people use them, to a total view of the transportation service our citizens require."

While the scope of department responsibilities has broadened considerably, motor vehicle administration remains a major area of department activity. The complex problem of keeping traffic moving efficiently, economically and safely on the highways of this Province is the particular responsibility of the Registrar of Motor Vehicles and the staff of his division.

The Highway Safety Branch of the Registrar's Division will continue to function under the new name of the Transportation Safety Office. As in the past, free traffic safety education programs for all age groups will be available to the public on request.

Senior citizens to get special attention

Ontario Department of Social and Family Services has proclaimed June 20-26, Ontario Senior Citizens' Week. This is the first time a week has been set aside for the official recognition of the elderly in society on provincial basis.

For some time the Department of Transportation and Communications has been aware of the special problems faced by the elderly in today's traffic.

The department supplies fold-

ers, leaflets, posters, and slide presentations to help communities plan and present traffic safety programs to senior citizens.

Most older drivers enjoy the use of their cars and handle them with skill. But conditions of traffic and personal health change over the years. "Driving Tips for Senior Citizens", points out to the elderly their responsibilities to themselves and to others and the situation they face as older drivers.

"The Lost Art of Walking," outlines the safe way to walk. In the case of older people, reaction times are slower and failing eyesight can deceive an individual.

Regional Traffic Safety Consultants of the Transportation Safety Office, DTC, are always ready to work with local coordinating groups where they exist. During senior citizens' week, they will be arranging presentations of the Department's traffic safety programs for senior citizens at Senior Citizens' Clubs and Centres; setting up interviews and panel discussions on the problems facing older drivers and pedestrians on radio and TV and giving talks and slide presentations at community meetings.

Any group or community interested in promoting a traffic safety program for senior citizens, should get in touch with the Department.

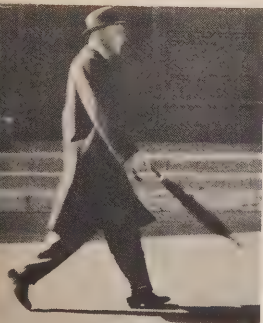
DTC Minister addresses OTC meeting



Minister of Transportation and Communications, Hon. Charles MacNaughton was guest speaker at the recent 22nd annual convention of the Ontario Traffic Conference in Belleville.

Here he is thanked by John R. Crosby, president of the OTC after his speech. Belleville Mayor, Dr. J. Russell Scott, is in the background.

Membership of the OTC is open to elected municipal officials, traffic engineers and police. Principal activity of the OTC is to promote highway safety through improved engineering, public education and enforcement of the law.

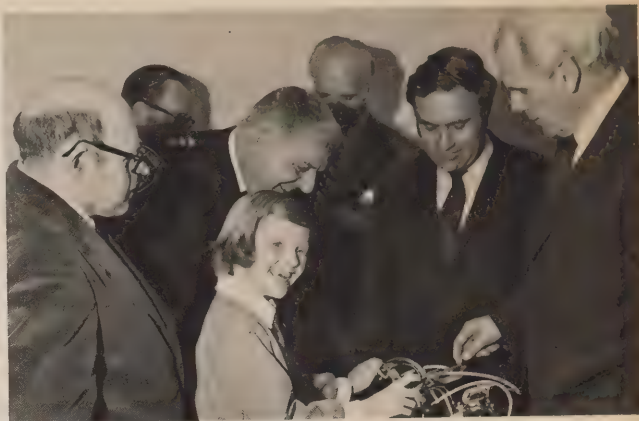


**THE
LOST
ART
OF
WALKING**





Peter Payne, 9, of Bayfield and Karen Harding, 10, of Kingston won bicycles for correctly answering all the questions in a bicycle safety



contest sponsored by the Department of Transportation and Communications, at the Sportsmen's Show in Toronto. Left, Hon. Charles MacNaughton, Minister of the Department presents bike to Peter. Above, Karen smiles at some tips from (left to right) M. Price, Kingston; Inspector T. Fowler, Kingston police; K. Keyes, Alderman; and Hon. Syl Apps, Minister of Correctional Services.

SUMMER RAINS CAN MAKE HIGHWAYS TREACHEROUS



At 50 mph cars may ride on film of water.

At high speeds traction is reduced on wet pavement and in some cars front wheels can leave the road and ride on a film of water. This is known as aqua-planing.

Aqua-planing will take place at around 50 mph on a sufficiently wet road. A standard size car with good tires inflated to 25 pounds could start partial aqua-planing around 35-40 mph.

Should this happen and you have to brake, or maneuver, or get hit by a gust of wind you may find the traction you need just isn't there! A disastrous skid could result.

Although there are no rules, conditions for aqua-planing are right when you can see reflections in the road surface or when you see "raindrops" dimpling into little circles when they hit the road.

Badly worn tires will aqua-plane before new tires or tires in good condition. Bald tires don't have the tread to plane out the water, and the tire must do this to maintain a grip on the road.

Generally back tires do not aqua-plane because the front tires squeeze the water away leaving a relatively good gripping surface. •

UK safety man visits Ontario



W. G. Alexander, Director General of the Royal Society for the Prevention of Accidents, London, England, was in Toronto recently during a two-week North American tour. The Society is active in all fields of safety in the U.K. Mr. Alexander visited the Canada Safety Council in Ottawa and the National Safety Council in Chicago.

Here he chats informally with R. H. Humphries (right), Ontario's Registrar of Motor Vehicles. •

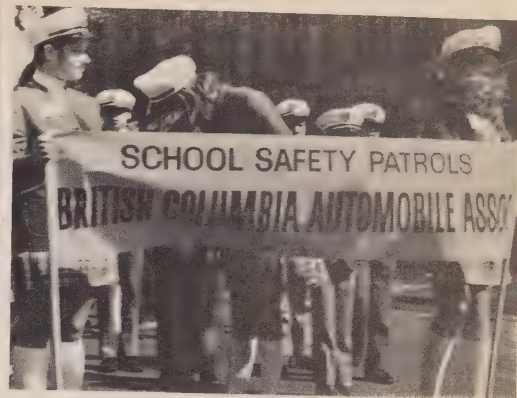
Visitors find inspection lanes impressive



Delegates from the American Association of Motor Vehicle Administrators at the recent Motor Vehicle Inspection Seminar were favourably impressed with Ontario's mobile vehicle inspection program.

Purpose of the inspection lanes, there are 13 in all, is to increase drivers' awareness of the danger of operating mechanically unfit cars. The inspections are carried out on a spot check basis.

The inspection seminar held in Toronto in late May, attracted 15 "students" from Washington and several U.S. state jurisdictions. Topics covered, ranged over the entire area of vehicle inspection and the equipment used to inspect new and used vehicles. In Ontario, as in many other jurisdictions, the mechanical reliability of automobiles on the road is a constant concern.



Ottawa Hosts 1800 School Safety Patrollers

Highlight of this year's annual School Safety Patrol Jamboree in Ottawa was the presentation of the Canadian Automobile Association Gold Lifesaving Medal to 3-year-old G. Scott Edgelow from Cochrane, Alberta.

Scott pulled a seven-year-old girl from the path of a moving car in the course of carrying out his duties as a patroller. The presentation was made by Governor General Michener at Government House.

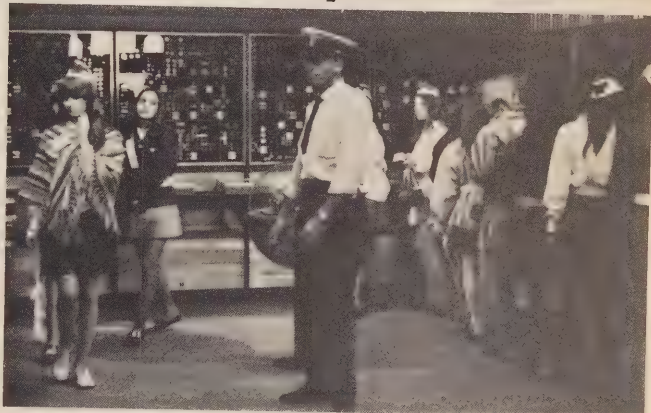
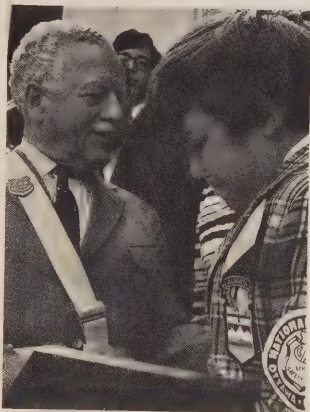
Approximately 1800 school patrollers came from all over Ontario and Canada to take part in the two-day Jamboree.

The Safety Patrol program is an extra-curricular activity open to upper grade elementary school students.

Their job is to stay on the sidewalk or shoulder and direct children across the road when there is a gap in traffic. School safety patrollers help to protect their fellow students who use the school buses.

To date this program has proved to be extremely successful in reducing child traffic injuries.

For further information about the program get in touch with: Transportation Safety Office, Ontario Department of Transportation and Communications.



Scott Edgelow accepts CAA gold Medal from Governor General Michener. Above—visiting the Mint.



Janet Brunton, Bellmere Public School, Toronto, looks as if she's enjoying the Friday night dance.



Approximately 1800 patrollers watched RCMP officers from N Division perform a "tent-pegging" exercise and later the musical ride.

Traffic Safety Roundup



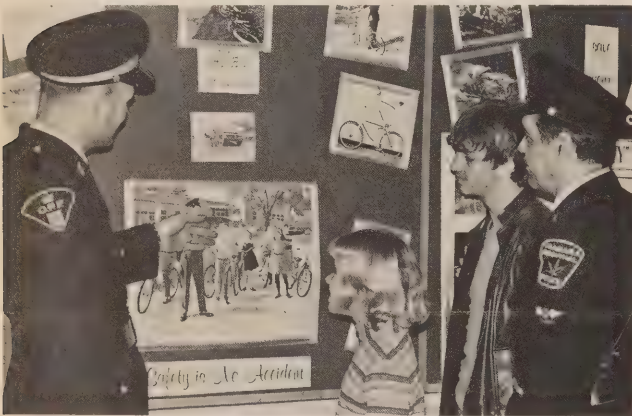
PC Dave Woodward (left) explains bicycle safety to nine-year-old Karen Schnider and 15-year-old Brian Maynard while Sgt. Harry Artinian looks on.

LONDON — A recent incident in London once again points out the danger of leaving young children alone in cars.

A three-year-old boy was left by his father in a running car for just a few moments. In that time the boy put the car into reverse and backed it across two lanes of rush hour traffic.

The car came to a stop after hitting a building. The boy, fortunately, was not hurt. But the story could very easily have had another ending.

BELLEVILLE — Members of the Belleville Bicycle Safety Committee have passed resolutions calling on city and provincial bodies to require adequate safety standards for new and used bicycles offered for sale. Discussing past infringements are (left to right) Ronald L. Lee, safety advisor, Hastings County Home and School Association; Mrs. S. Barnes, H. J. Clarke Public School; Mrs. B. Blake, Prince Charles Home and School Association; B. Burnett, vice-principal, Sir John A. Macdonald Centenary public school; secretary Mrs. B. Forte and Belleville city police chief, D. T. Crosbie.



ST. CATHARINES — The Fourth Annual Traffic Safety Show in St. Catharines, attracted more than 500 persons in two days.

Main attractions of the show were police photographs and films depicting the finality of traffic accidents. The Niagara Regional Police Department and the Ontario Provincial Police sponsored the show.

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Hon. Charles MacNaughton, Minister.
A. T. C. McNab, Deputy Minister.



MANITOUWADGE — Many favourable comments from students and the general public followed the Ontario Department of Transportation and Communications (formerly Department of Transport) display at the Manitowadge Careers Expo held in April.

Above, left, Frazer Reavell, DTC, and Art Gilbert, Traffic Safety Consultant for North-Western Ontario explain some safety programs to interested youngsters.

The fair, sponsored by the Manitowadge High School and Chamber of Commerce, displayed job opportunities in northern Ontario. Approximately 1,500 people came to see the exhibit. Manitowadge is in central north-western Ontario and has a population of 3,500.

ORILLIA — An 11-year safety record was broken when a pupil at Couchiching Heights Public School, Orillia, ran into the path of a car.

Fortunately, the boy received only slight injuries. The accident was the fourth in that city this year.

One of the reasons for the school's good record, says Mr. March, the principal, is the co-operation from teachers, parents and police in stressing that children walk home safely and follow traffic regulations.

W. B. G. Reynolds, Commissioner of Highway Safety.
Nick Douloff, editor.



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Published in the interest of greater traffic safety by the Department of Transportation and Communications Ontario.

Traffic deaths continue to decline in first quarter of 1971

Children's car safety seats go on sale in hospital gift shops



Gift shops in some Toronto hospitals have begun to sell children's car safety seats. This trend was pioneered in the 555 Shop at the Hospital for Sick Children in Toronto. Above, Mrs. Robert Greenshields, a member of the Women's Auxiliary of the hospital, introduces a prospective buyer to the General Motors "Infant Carrier" for children 1½ years and under. The shop also sells the Ford Tot-Guard for toddlers up to five years in age and not exceeding 50 lbs. in weight. Sales have been generally good.

Across Canada GM has had a hard time keeping up with the demand. In May, 700 seats were sold. This figure almost equals total GM seat sales since production began in July, 1969 to the end of October 1970. Officials at GM say they have ordered 500 seats from the U.S. to keep up with the demand.

Ford Motor Company reports an impressive increase in demand for their Tot-Guard. Ford sold more of these seats in May of this year than in all of last year.

Ford and GM seats have been dynamically, as well as, statically tested for performance.

The Consumers' Association of Canada has urged the federal Department of Consumer and Corporate Affairs and the Department of Transport to develop mandatory standards for the design, construction and performance of car safety seats for children from birth to eight years old.

CAC has also asked the federal government to enact legislation to prohibit the sale of any device which does not meet these standards.

Traffic deaths continue to decline in Ontario. In the 1970 Highway Traffic Collisions report, tabled in the House in early June, it was noted that deaths were down 8.8% compared to 1969. This trend was maintained in the first quarter of 1971 also. A 6.3% fall was recorded when compared to the first quarter of 1970.

Deaths in 1970 declined despite the increase in road use as reflected in a 3.2% increase in vehicle registration, an estimated increase of 2.5% in population and 4.8% in vehicle mileage tra-

velled. In addition, in 1970, motor vehicle collisions increased 1.8% over 1969.

In 1970, the number of passengers fatally injured declined considerably. 17.1% fewer passengers were killed than in 1969. However, in the first quarter of 1971 this gain was lost and the death count rose to 7.6% over the same four months of 1970.

While deaths declined, non-fatal injuries in car accidents in the first quarter of 1971 climbed to 11.2% over the 1970 figure for the corresponding period.

Women more prone to whiplash injuries

Women are twice as likely as men to suffer whiplash neck injuries when the car in which they are riding is struck from the rear. The ratio holds regardless of where the victim is sitting in the car.

Researchers believe that women may be hurt more often in this way because their neck muscles are weaker than men's. Chances that you'll sustain a whiplash are 50% greater if you're a front-seat passenger, without a head restraint, than if you're in the rear seat.

All persons suffer whiplashes more frequently than most persons. Front-seat passengers are hurt more often than drivers.

Risk of whiplash is greater in slower-speed impacts. In more severe crashes, the seat tends to bend backward or break loose entirely, allowing the upper body to move back with the head.

The recent U.S. study covered 851 motorists who suffered neck injuries in rear-end crashes. In half the cases, the impacting car was moving at least 26 mph faster than the car it hit. About half of all the cars hit were stopped.

The research was carried out by Cornell Aeronautical Laboratory, Inc., and was sponsored jointly by the National Highway Safety Bureau and the Automobile Manufacturers Association.

Police to report seat belt usage

For the first time, in Ontario, police officers investigating accidents will be required to note the use or non-use of seat belts by drivers of cars involved in accidents.

The question appears on a new motor vehicle collision report form which will be used by Ontario police starting in July.

The report, two years in the making, is to be used for reporting accidents in which property damage in excess of \$200 and/or personal injuries occur. It will replace the old form used since 1956 by police across the province.

Designed in close liaison with

the Ontario Provincial Police, the former Department of Transport (now Department of Transportation and Communications) and the Ontario Association of Municipal Chiefs of Police, the new report form has a great deal of flexibility to take into account the changing motor vehicle collision picture.

"It is hoped," says an official of DTC, "the new form will facilitate research into factors causing collisions as well as suggesting countermeasures. We also hope to measure the effectiveness of traffic legislation as, for instance, in the case of motorcycle helmets."

Driver education is more than learning to drive

"Teaching my students to drive is *not* my main aim," says Phil Randell, teacher of driver education at Don Head Secondary School, a type of vocational school offering special education to youngsters experiencing difficulty with academic subjects, in Richmond Hill, Ontario.

"I concentrate on my student's attitude. They must learn moral responsibility, as well as respect for themselves and others."

Driving attitude makes up 40% of the final mark in the course and each student must get 100% in this section before he is granted a diploma certifying he has completed the course satisfactorily. Generally, driver edu-

driver and traffic safety education program in Ontario."

Randell feels that driver education will become the spearhead of the school's courses, since driver education incorporates much more than driving skills.

Randell has impressed on his fellow teachers that an integrated approach to driver education is the last chance they have to reach these students. English, social sciences, mathematics, physics, engineering and physical fitness, all traditional courses in schools, have a definite role to play in producing a competent driver with the right attitude.

"Many of my students can't read or write properly when they

Teaching aids range from cut away engines and clutches (actual size), flip charts, to 'bingo cards' with traffic signs instead of numbers on them. Many of the visual aids were developed by Randell who has twenty-five years experience with automobiles, motorcycles and traffic safety. The course content is supplied by DTC and Randell uses *Sportsmanlike Driving* as the main text.

He is now trying to qualify for his Master's degree in Traffic Safety at Michigan State University during his summer holidays. He has another three summers to go.

Students are encouraged to break down engines and clutch assemblies, study the mechanics of transmissions on small scale models, and test the viscosity of engine oil. "I couldn't get up and teach by rote now, not that I ever did," says Randell. "Students have to explore and question on the spot and you have to give them the answers right there."

Randell encourages his students to accept responsibility. Some volunteer to bring training cars out of the garage in the morning and put them away at night without damaging them. They observe each other and mark each others' tests.

Initially, in the second year, students are exposed to traffic situations on the simulator—a car seat with an instrument panel and steering wheel in front. A moving picture is flashed on the wall ahead and a computer assesses the reaction of the 'driver' and recommends areas to be improved. "I find, particularly with girls, that this approach overcomes any fears the student may have—it builds up his or her confidence," says Randell.

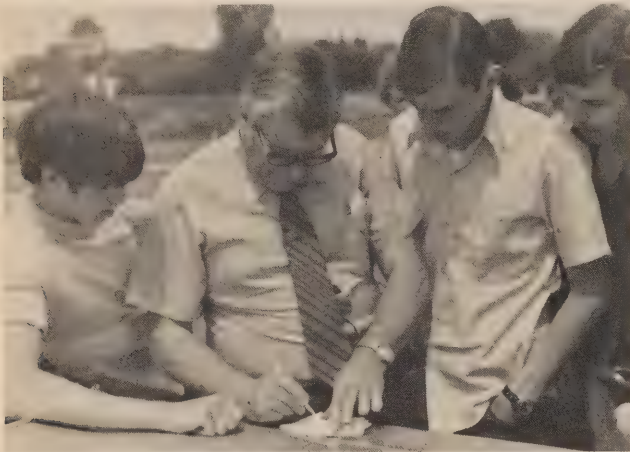
From the first day of the course to the last, Randell fights human optimism—the feeling that 'It couldn't happen to me.' "All the posters and lectures in the world won't dispel that attitude. You have to get a concrete example. An accident that's close to home or that they can relate to. By the end of two years with any group I have examples," he adds grimly.

Consequently to reinforce the attitudinal training, defensive driving is stressed and safety seeing habits are taught to and practiced by students. The blind spot becomes the 'Honda Spot'. "They don't know what you're talking about if you caution them about

the blind spot before they change lanes. So we invented the Honda spot stressing that a motorcyclist or bicyclist could be right beside them without them knowing," explains Randell.

The first year of the course is spent in "a kind of game atmosphere," says Randell, learning traffic signs from specially prepared bingo cards and learning the rules of the road from the Ontario Driver's Handbook. By the end of the third week of the second year, students take a driving exam. This year 36 took the test and 28 passed—quite extraordinary considering the traditional educational system has all but given up on these students and many, when they began the course a year ago, had extreme difficulty reading!

In the second year, Randell introduces his students to the simulators, then the driving range, then the road. Each student must complete each phase satisfactorily before he is allowed into the next phase. In all, in the second year, students will get a minimum of 70 hours before they try for their full licence. "If there is any doubt about a student's attitude he won't get a diploma or we'll hold off a year to see if there's any improvement. He may be able to pass a driver's examination and be issued a driver's licence, but it's our experience that employers are more eager to hire if our graduates can produce this diploma. So it's in the student's interest to improve his attitude," says Randell.



Randell tries to answer questions as soon as they arise.

cation is taught on an extra-curricular basis but at Don Head, and in other similar schools, it is part of the regular day-time course.

Since setting up the course two years ago, Randell has graduated 100 students. Approximately five students were rejected because they were literally incapable of handling a car and another five because their attitude was bad. Randell explained the initial course was one year in length but he has developed it into a two-year course. He hopes to graduate 200 students a year shortly.

Don Head's driver education course is also an award winner. Presented by the driver education industry to Randell at Education Show Case in the Canadian National Exhibition, 1970, the industry award recognized Randell's contribution to the industry by describing the course as "the most comprehensive

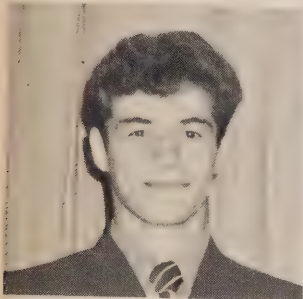
begin the course," says Randell. "But because they want a driving licence they learn." In addition, students are taught map reading (geography), the laws of physics, reaction time, highway design, automotive engineering and construction, credit, insurance, financing and car maintenance to name only a few. They also make two observational trips to traffic courts. They are tested for visual acuity, depth perception, peripheral vision, hand steadiness, night sight and glare recovery.

In two years, Randell's students are exposed to classroom theory, driving simulators, a driving range and actual road driving. These phases follow each other in rapid succession to reinforce the previous lessons. The driving range equipment is composed of teaching units which can be isolated to teach specific driving maneuvers like parking, cornering and backing up.



Shirley Nelson won the school's award for good driving attitude and co-operative spirit.

a vehicle **Check your car before you travel this summer**



Don Head's Driver of the Year Award went to Ron Woodward.

Of course many people will doubt the value of attitude training in a driver education course but ask the Richmond Hill police who were interested in Randall's efforts and participated at the beginning, or the students, or the students' parents. They will all testify to their improved relations at home and on the road.

What does the future hold? Randall hopes to introduce a flat tire simulator to his students this fall. The simulator will approximate a blow-out at 40 mph in 1/2 second. He hopes to teach his students how to control a car in this situation.

"It's the only machine of its kind in Canada, I think," he added. Randall also plans to teach each handicapped student this all when he takes delivery of a specially equipped car.

If everything goes according to plan, Don Head will also get control tower, which will be built by the students, for its driving range. "We'll be able to take pictures for replays and more adequately control student movements on the course by two-way radios," explains Randall.

In the far off future, Randall hopes to have a skid control centre built. The centre would be a huge saucer-like disk in which a skid can be created. The teaching potential is obviously tremendous.

Every one of Randall's students leaves his course knowing that death—the invisible passenger—literally accompanies them on every trip in a car. Randall has equipped them to handle this responsibility. But what of the other hundreds of youngsters that annually join the driving population in this province? He hopes these facilities will be extended to a larger area and to more students in York County," says Randall.

Before you decide to travel with your car this summer, make sure it will get you there!

Here are a few items that you or your local service station can easily check.

A tire tread check is free at most local tire stores. The spare tire should also be checked. It's useless if it's as flat as the tire that is being replaced (usually at midnight).

The only way to know if the jack will work, is to set up the jack and actually use it—better to learn before, rather than during your travels, that it is not operational.

A tool kit with a few basic tools and some spare fuses should be carried.

Your battery should hold a full charge, fluid should be at the proper level. Horn, turn signals, taillights and brake lights should all be operational.

Front seats should lock securely in all positions and seat

belts should be checked. Are they easy to adjust, free of wear and securely anchored?

Vacation travelling usually means heavier loads. Are your car's shocks in good condition? Have tie rods and steering linkage checked at the same time.

Your air cleaner should be clean, and any leaks from carburetor, fuel pump or valve-cover gaskets corrected. A functional anti-pollution valve provides better performance and mileage.

Have water hoses checked and clamps tightened. The radiator should be clean and receiving a free flow of air.

The pressure cap on the radiator should be working properly—remember it's summer and driving conditions on vacations usually mean a build up of heat.

Fan belts should not be frayed or cracked and should have proper tension.

Brake master cylinder should be full and brakes operating safely. Check your parking brake on a hill. With automatic transmission, place the selector in neutral. The car shouldn't roll.

To assure good vision, wiper blades should be in good condition, washer angle correct and defroster should work properly. •

The messenger

"I was going to deliver a death message," said the driver of a truck to a Virginia state trooper who arrested him for going 84 mph in a 60 mph zone. •

Coming Events

Sept. 27-Oct. 1—Motor Fleet Supervisors Training Course. Contact: Frank DeVenne, Ontario Safety League, 409 King St. West, Toronto 2B, Ontario. •

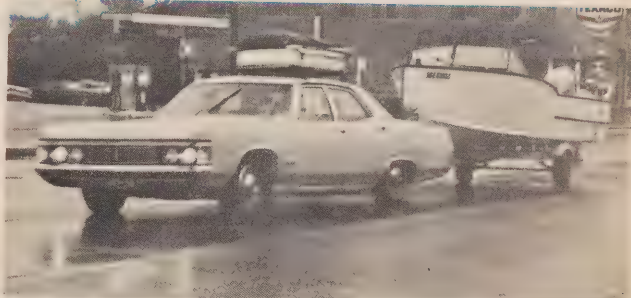
Weekend trailer collisions most common

Taking a trailer on the road this summer? Then, you should know Department of Transportation and Communications' findings indicate that the highest number of trailer collisions take place in York and Simcoe counties and Muskoka, Parry Sound, Sudbury and Algoma districts. This is the route taken by many vacationers leaving Toronto going north around Georgian Bay towards the Lakehead.

Majority of all trailer collisions occur between Friday and Monday inclusive, with Saturday accounting for the highest number. A greater percentage of the drivers involved in these collisions are between the ages of 35 and 44.

You should keep in mind that driving with a trailer hitched to your car demands an entirely different approach to driving. Most important point to remember is you need room. Room to stop, to turn, and to pass. Room to let you make any driving maneuver slowly and correctly. Panic stops and sharp turns are out of the question. If you're forced into such actions, chances are your trailer will fishtail or jack-knife. So leave more room than you're accustomed to doing when driving without a trailer.

And remember, a car towing a trailer needs more gas and oil.



Trailer-Wise, a pamphlet, outlines the legal and safe operation of trailers for car owners. It is available from the Department of Transportation and Communications, Transportation Safety Office, on request.

Keep your eye on the gauge and you won't be caught short.

Frequent checks along the way for signs of stress and strain on the car is a good idea. Load distribution and fastenings, hitch and safety chains, lights and trailer wheel bearings should all be checked. Any adjustments that have to be made should be made as soon as possible.

Heavy duty tires would be a good investment, as well as a heavy duty radiator, if you haul a large trailer on frequent trips.

Long grades will tend to overheat engines. Don't stop the engine. Pull off the highway and let the engine idle in neutral, while revving it occasionally, to cool.

Car and trailer tires need pressure proportionate to the weight of the load, to reduce danger of overheating, uneven tire wear and blowouts.

When hauling a trailer you should practice special consideration for other motorists. On single lane highways give other drivers a chance to pass, if you're driving slowly, by pulling off the highway.

Make sure your load is tied down and distributed properly to keep it from shifting and to keep both car and trailer balanced correctly. A trailer that sways or fishtails at highway speeds is a real danger to yourself and others. •

Traffic Safety Roundup

SAULT STE. MARIE—Close to 100 local commercial vehicle drivers were guests at the annual safe drivers banquet sponsored by the Sault Safety Council on May 21. Fraser Reavell, supervisor, safety education for the Department of Transportation and Communications, Ontario was guest speaker. Presentation of Ontario Safety League awards for safe driving records were presented to 30 employees of the city works department.

* * *

PEKING—To paraphrase an old saying: The road to traffic safety is many and varied. In Peking, apparently, a principal children's pastime is standing at intersections—wind, rain, or shine—alternately reciting the thoughts of Mao and chanting traffic safety slogans at groups of cyclists.



KINGSTON—This car rally tested the driver, not the car. Groups started from Kingston and Peterborough and headed for Brighton—about a 100 mile trip. Ten checkpoints were hidden on each route at certain areas where the driver would have to make a definite move in traffic. Any mistake such as improper signalling, cutting corners, etc., resulted in a deduction of points.

Bill Newstead, Charlie Patterson and Trueman Potter, of Kingston, the winning team, were presented with a trophy donated by the Ontario Motor League. A plaque donated by CIAG Insurance Company, went to Allan Pringle, Mike Platt and Bill Lane, also of Kingston, for best powers of observation along the route.

Young Driver's Inter-City Car Rally was organized by the Ontario Council of Young Drivers. A total of 30 cars and 100 people took part in the driving.



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*Hon. Charles MacNaughton, Minister.
A. T. C. McNab, Deputy Minister.*



LONDON—Police Week in London featured a safety village and static display. This program was a joint effort by the London Police Department and the Ontario Provincial Police.

Approximately 2,000 children were shown the proper signs and signals while driving little electric cars.

Students of Forest City Opportunity School, London, took 6 weeks to build the portable Safety Village which consists of a Church, Service Station, Fire Hall, School and two houses. This village will be used in the London area during the summer at summer schools.

Above (left to right) Constable S. Powers, London Police Department, Provincial Constable J. Brooks, O.P.P. and Corporal R. Boyd, O.P.P., show youngsters proper turn signals.

Police week, in Ontario, was held last May 9 to 16.

* * *

ENGLAND—An experiment conducted by the British Medical Research Council reveals that blood alcohol levels below the official U.K. government breath test figure of .085 per cent impairs driving performance by limiting peripheral vision.

Twelve sailors were given either plain cola or rum and cola in varying strengths. The men were then given a task that simulated driving and also asked to report when lights on the periphery of their vision flashed on.

Performance of the main task fell only slightly up to the .055 level, but awareness of the lights fell 20 per cent at .017 and 30 per cent at .055.

Findings contradicted earlier tests that seemed to show that driving skill might actually be improved by small quantities of alcohol.

*W. B. G. Reynolds, Commissioner of Highway Safety.
Nick Douloff, editor.*



ontario traffic safety

Published in the interest of greater traffic safety by the Department of Transportation and Communications Ontario.

Speeders doing 30 mph over limit are not unusual says OPP officer



"No, I wouldn't like to be pulled over," says Constable J. Wilde of the Ontario Provincial Police, "but if you're speeding what do you expect?"

Wilde, who has been flying with the O.P.P. Air Patrol for the past five years, considers aircraft surveillance one of the best and safest methods of bringing the speeding public to heel.

"Persons doing 30 mph over the speed limit are not unusual," says Wilde, "and I've stopped them doing 125 mph."

In a recent four-hour patrol, on a week-day, Wilde stopped 36 speeders. At least four of these were doing close to or over 90 mph. "This was in the high accident area of Highway Number 11 around Orillia."

Wilde feels the Air Patrol approach is the fairest to the speeder. "We clock an offender over $\frac{3}{4}$ of a mile, sometimes over a mile and a quarter. For instance I'll time him in the first quarter mile, let him run for the next quarter, time him again, and so on until I have at least three readings. We take the lowest reading and charge him with that."

At Wilde's instructions, an O.P.P. officer stationed on the ground in the area under surveillance, will wave the speeder over and charge him. Wilde sits directly behind the pilot so both

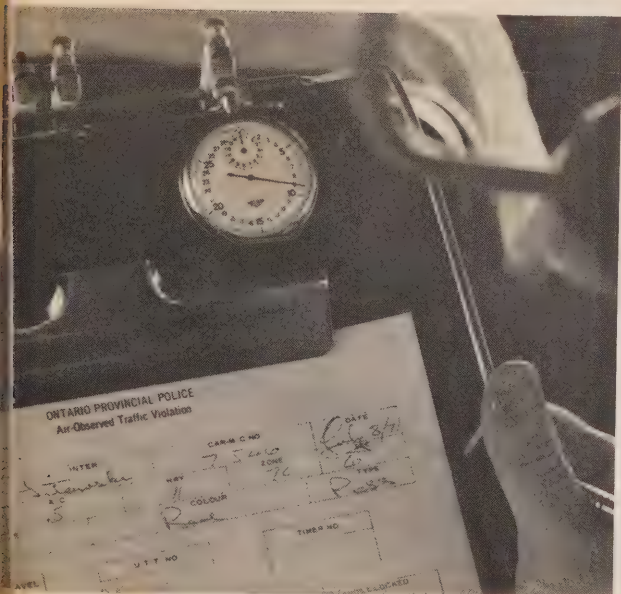
men see the same thing, thus eliminating confusion. Two stop-watches, fastened to a clip board, are used to time suspects. In order to get in touch with the man on the ground, Wilde activates his head set and radio with a foot pedal.

If he's timing you, Wilde waits till your grille touches the T-mark on the highway before he starts his stop-watch. When your grille reaches the next T-mark he stops the watch and records your time. For instance, if it took you 18 seconds to travel the quarter mile between two T-marks you'd be doing 50 mph.

Wilde simply ticks off your time on a printed chart.

"The driver's attitude is an important factor in determining the outcome in any driving situation," says Wilde and from his six years' O.P.P. experience, five with the air patrol, he feels many drivers are unaware or oblivious of the unnecessary risks they take on the road.

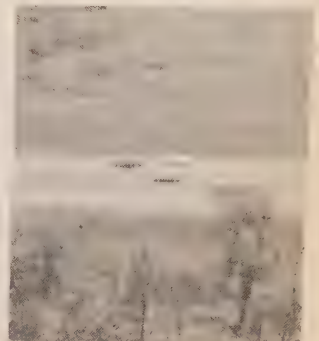
The Air Patrol was set up in 1965 and was the first such patrol of its kind in Canada. There are, currently, six O.P.P. aircraft flying out of Toronto, London, Hamilton, Belleville, Ottawa and Sudbury and, in addition to traffic patrol, these airplanes are used for search and rescue operations.



Just before take-off (above left) Wilde positions himself behind pilot. He sits this way, he says, so both he and the pilot see the same thing, eliminating confusion. Wilde keeps one earphone off so he can talk to pilot as well as O.P.P. officer on the ground.

"He just did that quarter mile in nine seconds," says Wilde, moments before he instructs his man on the ground to wave speeder over. At that rate speeder was doing around 100 mph.

To the right, O.P.P. officer has pulled a speeder over to the shoulder. Recently, Wilde stopped 36 speeders in a four-hour period on Highway 11 near Orillia.





Daytime use of headlights urged for motorcyclists

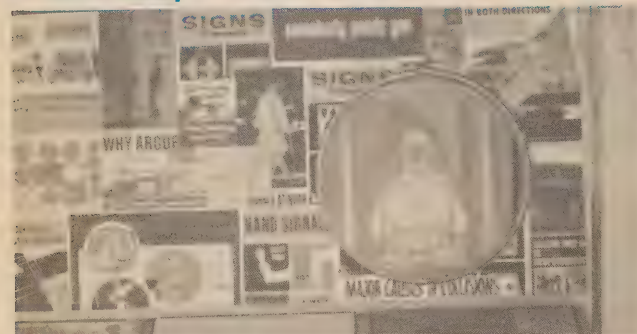
If all motorcyclists kept their lights on when operating in daytime the reduction in accidents would add up to an annual economic saving of between \$7.50 and \$10.90 per registered motorcycle.

This is one of the findings of a U.S. study which has shown

that there was a significant decrease in daytime motorcycle accidents in four states with daytime motorcycle headlight laws.

Headlights significantly increased visibility, and drivers positively identified motorcycles sooner, and at greater distances.

Traffic safety coach tours Ontario communities



Traffic Safety Information Coach is back on the road visiting communities all over Ontario.

The coach displays the latest in children's car safety seats as well as safety hints to be observed when driving bicycles, cars and tractors. In addition, all the Department of Transportation and Communications printed safety material will be on display and can be ordered after seeing the display.

In July the DTC's information coach was in Fort Frances, Sault Ste. Marie, Burlington and Little Current. Other bookings already arranged are:

DATE	MONTH	LOCATION
4-7	August	Cobalt
10-15	"	Peterborough
19-21	"	Ridgetown
26-28	"	Dresden
30th Aug.	Sept. 4	Windsor
10-12	"	Pictou
14-18	"	Kingston
20-21	"	Maitland (Dupont Ltd.)
24-25	"	Exeter
27	"	Zurich

Important to get children thinking of traffic safety says woman police officer

Some people feel they have to justify their jobs. Police Constable Dorothy Hart doesn't have to.

PC Hart is a traffic safety officer with the Niagara Regional Police and she's interested in and enjoys her work. It's that simple. She is also the first and only woman police officer working with the Niagara Police Department.

Dorothy joined the Grimsby police force as a police matron in 1964, and began teaching traffic safety to youngsters in school. "I think all children are important but the group in kindergarten to grade three is more important because they forget their lessons. The high accident rate in this group bears this out. It takes a lot of work to hammer the point home."

Last year in St. Catharines, 23 children were injured in traffic accidents and one was killed.

Dorothy uses flip charts, films and the inevitable blackboard to get the lesson across. "I like to get a small group of children, say 20 to 25, together and sit in among them conducting the lesson. You'll get more out of them with kindness instead of yelling."

In addition, she encourages children to draw on the blackboards, and use the flip chart. "That reaches them. They learn much better that way. And of course they're very keen on keeping the Elmer flag flying. It's sort of a competition among schools.

"If one child starts to get rest-

less, I involve him in the lesson. It's obvious he wants attention so I give it to him. The other kids learn their lesson watching us," says Dorothy.

"It's extremely important to get children thinking of safety," she continued. They must come up with the right answer themselves in order to learn and remember the rules. The teacher, says Dorothy, should prompt and guide them, not tell children and leave it at that.

PC Hart worked in Grimsby before coming to St. Catharines. "In Grimsby, traffic injuries were not as high. I wasn't used to the 'big city' and the high figures bothered me. But come as it sounds, if my efforts save one life, then it's worth it."

Everyone watches you in and out of uniform if you're a traffic safety officer, says Dorothy, and in Grimsby where she lives, she's well-known. "I locked my son's bicycle up for two weeks when I caught him riding double. We have to set an example and besides he should know better."

Adults can frustrate safety officers. When Dorothy began her career in Grimsby seven years ago, she took a class of kindergarten children down to a corner to point out how traffic stopped and moved with the lights. Dorothy explained the traffic rules and as she finished, a woman crossed the street against a red light. "You've undone everything I've taught to these children," she said. The woman replied, "You know, I just didn't think. I'm sorry."



PC Hart says adults sometimes frustrate her teaching efforts.

Ride bicycles defensively - you must share road



You can get a lot out of bicycle riding—peace and quiet and perhaps physical fitness.

But keep in mind, while you commune with nature or pedal the pounds off, just how vulnerable you are.

Bicycles have to share the road with cars and unfortunately many drivers may consider you a nuisance. You're on one of the smallest units on the road and it's not easy for the motorist to see you. Even when he does see you, it is a common error to misjudge the distance of a smaller object. It's important, then, to ride your bicycle defensively.

Although not considered motor vehicles, bicycles are considered vehicles under the Highway Traffic Act and as such the operator of a bicycle must observe the rules of the road, just as when driving a car. *The Driver's Handbook* provide information about the rules and the traffic signs with which you should be familiar.

For instance, you should obey all traffic regulations, lights, stop signs and one-way streets. Keep to the right side of the road and if in a group ride in single file.

Ontario does not require a bicyclist to have an operator's licence. However, a bicycle must be equipped with a horn, bell or gong, and, if you are operating it any time when the Highway Traffic Act requires lights on vehicles, it must have a white or amber light on the front, a red reflector or light on the rear and red reflective material at least 10"

long and 1" wide on the back fender; white reflective material at least 10" long and 1" wide on the front forks.

It's a good idea to keep your bicycle in excellent repair. The handlebars and seat should be adjusted to the operator's size (ball of the foot should touch the ground comfortably from a seated position) and tires should be kept properly inflated. Check your bike regularly to see if the brakes are in good order, to clean the wheel bearings and to make sure your wheels are properly aligned.

Controlled access highways are off-limits to bicyclists unless they live on land adjoining the controlled-access highway to which there is no other means of access.

Highways designated as controlled-access highways are: all the 400 series (400, 401, 402, 403, 405, and 406); the Queen Elizabeth, Ottawa Queensway, and that part of No. 27 between the intersection with the Queen Elizabeth and the intersection with No. 7 highway.

Bicycles may also be prohibited by municipal by-laws on a highway within a municipality, where the speed limit is 50 mph or more. Where prohibited, signs are posted.

Although Ontario does not require bicycle owners to licence their bikes, some municipalities do require such licences of residents. So you should get in touch with local authorities to find out if you need a licence.

Bicycles now popular with adults

It's anybody's guess how it all started but many adults have rediscovered the bicycle. Perhaps a genuine concern for physical fitness or concern over pollution or just plain nostalgia has prompted many back to the two-wheeler.

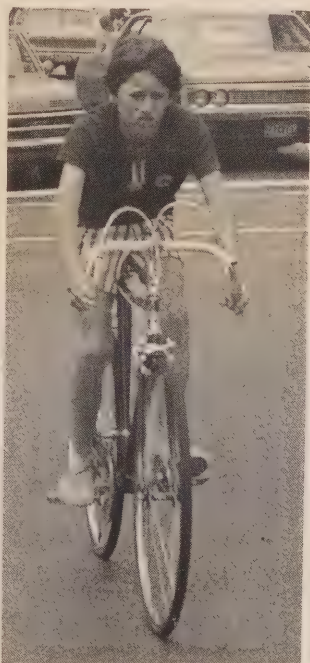
"I could use another 25,000 bicycles," says Don Lawson, vice-president of marketing and sales of Canada Cycle & Motor Co. Ltd. (CCM). "We were optimistic for this year's sales but not optimistic enough!"

In the past five years the bicycle market in North America has doubled. Five years ago there were 15 bicycles per 1000 population. That number has risen to 30 bikes per 1000. Next year Lawson predicted 800,000 bicycles will be sold in Canada. The U.S. market is expected to absorb 7½ million bikes.

"The trend is reversing completely from high riser models to three, five, and 10-speed light-eight racer types," says Lawson. Apparently adults—young and old—are buying the multi-speed bikes leaving the high-risers to the children. Status symbol for this summer is a 10-speed bicycle, says Lawson. The model with 10 gears is also very practical.

All bicycle manufacturers are looking for a sustained growth

right into the mid-70's at least. "The bicycle market is booming out of all proportion," says Lawson. "There's no doubt this has been the best year for bicycles in a long, long time."



This is no way to ride a bicycle! The extreme maneuverability of his bicycle has tempted this boy to turn in the opposite direction to traffic to see his friend on the corner. The motorist, making a right turn has been forced to swing wide. As the driver of a vehicle (the bicycle) he is required to obey the rules of the road. Make sure you do so for your own safety.

Kingston takes top Canada Safety Council award

ONTARIO — Kingston recorded the lowest traffic fatality rate per 10,000 of population in Canada in 1970 of all the cities with a population of 40,000 or more. Oshawa ranked third; Oakville, sixth.

These and other communities with notable traffic safety records received Canada Safety Council's citation awards, at a luncheon in Toronto arranged by the Ontario Safety League.

Ontario cities took five, of the first six places, for cities over 40,000 population showing the greatest proportionate reduction in fatal accidents in 1970, over 1969. The ranking was: Oakville, Sarnia; Windsor; Cornwall; Verdun, Quebec; London.



In all, 51 Ontario communities won awards, and 28 of them sent representatives to the luncheon. Hon. C. S. MacNaughton, Ontario Minister of Transportation and Communications, was the guest of honour and made the presentations.

Above, he congratulates Mayor H. Worsell of Goderich. The town went through 1970 without recording one fatal traffic accident.

In an address to the OSL, the minister also acknowledged participation by others in the campaign for traffic safety. He said: "We are most grateful for the dedicated involvement of organizations such as the Ontario Safety League and the active support of concerned municipal governments who are helping to create a safer traffic environment in this province."

W. B. Mac of the Toronto Telegram attended the meeting and made the accompanying sketches. From top to bottom they are: R. L. Morris, Director of the Ontario Safety League; A. Keegan, Alderman, Belleville; Hon. C. S. MacNaughton, Minister of Transportation and Communications, Ontario; L. Sterritt, Police Chief of Brockville; H. L. Hinchcliffe, Chairman, Metropolitan Toronto Citizens' Safety Council; and R. Humphries, Registrar of Motor Vehicles, Ontario.

Carbon monoxide can strike without warning

Researchers at the Marquette School of Medicine in Milwaukee have found that persons exposed for several hours to high concentrations of carbon monoxide such as may be encountered in heavy traffic or severe smog tend to develop headaches, lose manual dexterity, and take longer to react to stimuli.

"Carbon monoxide builds up to dangerous concentrations in the blood usually without warning," said Dr. Richard Stewart, chairman of the school's environmental medicine department, who is heading a three-year study of carbon monoxide. "At one level, we've found a change in brain wave patterns while the person is totally unaware that he is being poisoned."

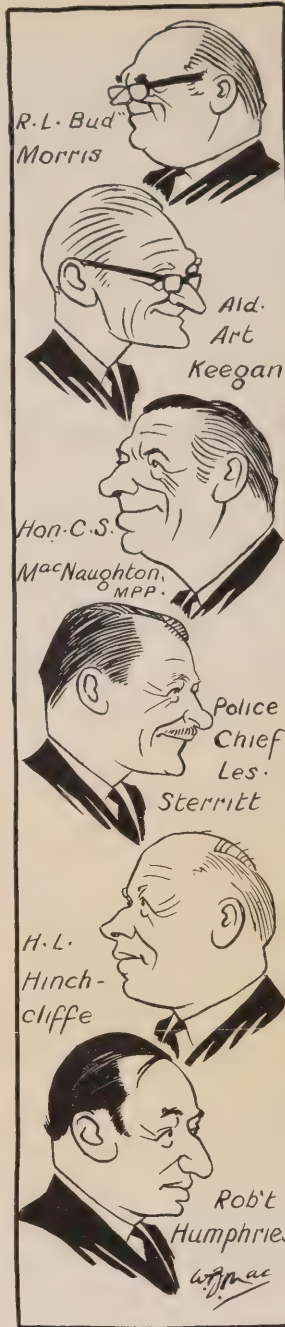


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Hon. Charles MacNaughton, Minister.

A. T. C. McNab, Deputy Minister.



Ontario to use yellow centre lines on highways

Yellow instead of white lines will separate traffic going in opposite directions on Ontario's highways. White lines will still be used to separate traffic moving in the same direction. The announcement was made by the Hon. Charles MacNaughton, Minister of Transportation and Communications in June.

The change-over on the 13,000-mile King's and Secondary Highway system will begin next spring and take approximately one year to complete.

On two-lane highways the centre line will be yellow and pavement edge lines will be white.

Yellow centre lines will be put on multi-lane undivided highways while lane markings and pavement edge lines will be white.

On freeways and other divided highways both lane markings and pavement edge lines will be white.

Painting pavement markings on the provincial highway system costs approximately \$1.5-million per year and requires more than 200,000 gallons of paint plus 1,300,000 pounds of minute glass beads to provide reflectorization.

It is expected that municipalities throughout the province will change their pavement markings to conform to the new standard.

Coming Events

September 20-24 — Commercial Driving Instructors course, sponsored by the Ontario Safety League. Contact: G. S. Palmer, Ontario Safety League, 409 King Street W., Toronto 2B, Ontario.

November 12-14 — International Conference of Driver Training Schools, sponsored by North American Professional Driver Education Association, Inc., at Inn-on-the-Park, Toronto. Contact: H. Naumann, 606 Jarvis Street, Toronto 285, Ont., Canada.

W. B. G. Reynolds, Commissioner of Highway Safety.

Nick Douloff, editor.



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Seat belt program planned this fall for Toronto schools



Children will be the target of a seat belt program to be mounted this fall by the Safety Research Section of the Department of Transportation and Communications.

The program aimed at children in grades two and three has the support of the Department of

other will not. When the seat "crashes" after being released down an incline, the unbelted person will be thrown off the seat into a net while the belted person will of course remain on the seat, thus demonstrating the restraint effect of seat belts.

In addition, take-home book-



Children learning to fasten seat belts.

Six weeks old and weighing only six pounds, Mark Collin Powell of Toronto is not too young to be put in General Motors Infant Carrier seat. The seat is strapped to the car seat with the adult seat belt. Mrs. R. Powell says she is well aware of the value of using seat belts and recommends you wear one when travelling in a car. Last October she was involved in an accident while driving the family car. She and a friend received minor injuries but her three month old son was killed. No one was using a seat belt at the time.

New teachers' guide for Child safety program

In part of a continuing updating program Department of Transportation and Communications officials have designed a new child safety program guide for teachers in the elementary schools.

The guide was re-written to keep the content in line with current teaching philosophy. In addition, pictures of children instead

of animal characters will be used in this year's materials for the schools to illustrate safety tips and rules.

The material in the program consists of a measuring tape, a giant cut-out sheet made up of seven pennant posters and the teachers' guide. Book covers will be made available for police officers to distribute when visiting schools.

Education and will be presented in some Metro Toronto schools, on an experimental basis.

Posters will be distributed to the appropriate classrooms and teachers will encourage discussion among the children.

"Do you buckle up?", a film, will be shown demonstrating the positive aspects of seat belt usage. This will be followed by art work and stories.

An actual car seat fitted with seat belts will be made available so children can climb onto the seat and learn to use seat belts the correct way.

Demonstrations will also be carried out in front of each class. This will involve two adults—a DTC official and the teacher—sitting on a movable car seat. One will be using seat belts, the

others discussing questions relating to seat belt usage will be provided to each child.

It is hoped the program will cut down the current child injury and death rate by emphasizing to children the importance of using seat belts. Last year, in Ontario, 31 children between the ages of five and 14 were killed in car accidents, and 3,598 were injured.

DTC officials also hope children will talk their parents into buckling up as well as maintaining the habit themselves right into their adult lives.

To determine the effect of the experiment, and to decide if it will become a province-wide program, the department intends to do a follow-up interview of the youngsters and their parents.



One of the rules taught to children in grades four, five and six encourages them to assist younger children crossing the street.

Motorists must stop when lights are flashing



Over 470,000 school children relied on buses to get them to and from school last year. In September those familiar yellow school buses will again make their appearance.

Although teachers and parents try to stress that each child is

responsible for his behaviour in and around school buses you can help them. Remember when you are overtaking or meeting a school bus stopped on a highway with red signal lights flashing, the law requires you to stop on a highway where speed limits ex-

ceed 35 mph. If you are on the other side of a highway divided by a median strip you do not have to stop.

A median strip is defined as that part of the highway built so as to separate traffic travelling in opposite directions by a strip of

pavement more than 10 feet in width, a physical barrier or an unpaved strip of ground.

Come to a complete stop well behind or in front of the school bus. Don't start until the bus starts moving or the signal lights are no longer operating.

Left turn lane markings under study by DTC traffic engineers



At the test intersection in Toronto the hash marks (left) were replaced by a single broken white line to test drivers' reactions.

In a pilot project the Ontario Department of Transportation and Communications is testing new left turn lane markings. "Old markings made up of solid white lines seemed to confuse motorists," says A. Haaland, a DTC traffic engineer. The new marking is a single broken white line.

Currently, drivers are faced with going over or around the

kidney-shaped solid white lines (called hash marks) just before left turn lanes at many intersections. It is not illegal to go over them but DTC engineers say the markings resemble those in front of bridge abutments and islands so closely that some drivers instinctively go around them. The result is that some drivers delay going into the left turn lane while

just as many go over the lines directly into the lane.

In Toronto, the test intersection was observed before and after the marking changes on the same day of the week and time of day in order to re-create similar conditions. Twenty-four per cent of the drivers are still going around the single broken line in-

stead of directly into the left turn lane and only 27% of those interviewed could identify the lane markings in the intersection just after they'd gone through it.

Traffic engineers are still tabulating data and studying preliminary findings and say it's still too early to determine what, if anything, will ultimately be done.

Nationwide road safety essay contest offers \$1000 first prize

Road safety is a matter of concern to the Engineering Institute of Canada and the North Ameri-

can Life Assurance Company. To prove it they're giving away money to get engineering stu-

dents' ideas in an essay competition.

Open to any undergraduate engineering student or group of students at a Canadian University, the competition has a first prize of \$1,000, \$600 for second, \$400 for third and \$200 for fourth.

Last year a paper entitled "The Effect of Rainfall Intensity on Traffic Accidents" by R. J. Brown, Queen's University took first prize. This study examined the effect rainfall has on the road, car and driver and how they may interact to produce an accident. Several significant factors both related to the general traffic pattern and to deviations in this pattern during periods of rain, were detected.

Papers concerning analysing traffic accident report forms and the transportation of school children, by R. W. Jurgins of the University of Saskatchewan and M. A. Lavoie and J. J. Thomas, Ecole Polytechnique, tied for second and third place.

Fourth prize went to W. R. Dexter, University of Manitoba, author of a paper dealing with the end treatment for corrugated metal barrier rails. The author proposed that a special end section be installed on guard rails to bend and redirect vehicles striking it.

Enquiries for the 1971 competition should be directed to: Prof. J. R. Davies, Project Director EMI/71, 1136 Hudson Drive, Collins Bay, Ontario.



First prize essay, last year, studied effects of rainfall.

Symbols not words convey messages better

Traffic signs have to be recognizable and clear to all motorists. To meet these aims it has long been recognized that the best traffic signs are those that convey their message by symbols rather than words.



Since 1960 Ontario has adopted 90 symbol designs for traffic signs. Thus more than half of the 166 traffic signs in Ontario are purely of a symbolic nature and have a universal meaning. At least 20 of the remaining word message signs have the potential to be symbolized, say Department of Transportation and Communications traffic engineers. A road sign has to be replaced every five years. As old ones wear out they are replaced with the new signs.

The greatest possible national and international uniformity of traffic signs is also desirable for the sake of safety as well as convenience of motorists. In order for a new design to get national acceptance, however, each province must approve the design. Moreover, the design must also conform to U.S. trends which in turn closely follow European thinking. The Council on Uniform Traffic Control Devices for Canada, having federal and provincial representation, is the body that gives national approval to designs.

Ontario has been careful, as have other provinces, to tie its system of symbols into the American and European system. However, Ontario's signs differ in shape and strength of colour. DTC traffic engineers say Ontario signs are superior because they are bigger and more colourful and so transmit more information faster to drivers.



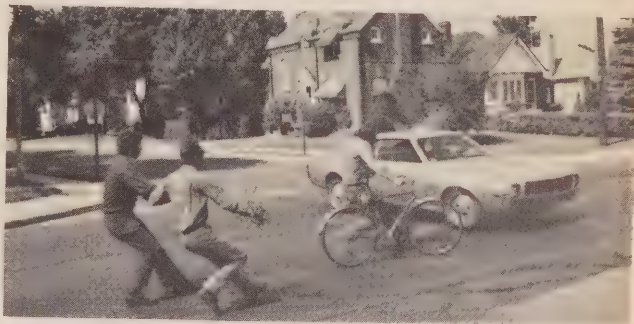
Above—examples of Ontario's symbolized traffic signs.

DSL pamphlet outlines safe driving pointers

In a new pamphlet, "Did You Know?" the Ontario Safety League has outlined several safe driving pointers for drivers.

For instance, did you know that you can lessen the danger of skidding on wet roads by driving the "tire wipes" left by vehicles ahead. Even in heavy rain, car tracks remain visible and relatively free of water for several hundred feet. Or did you know, the distance travelled in braking from 70 to 50 mph is greater than the stopping distance at 55 mph. These and other tips are outlined in the pamphlet which was produced with money donated by the Co-operators Insurance Association of Guelph. You can get a copy free from the Ontario Safety League, 409 King Street West, Toronto 2B.

New bicycle safety TV spot produced for DTC



A 30-second TV spot stressing bicycle safety has been commissioned by the Department of Transportation and Communications.

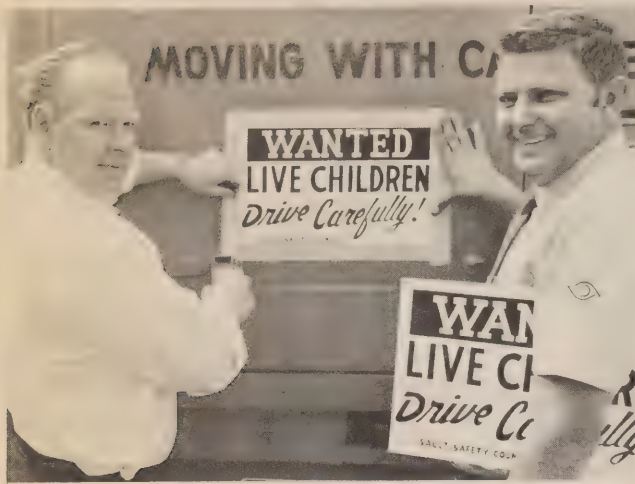
Above, centre, Doug Cowan, Transportation Safety Office staff member helps the film crew of Chetwynd Films Limited, Toronto, during the crash sequence.

For this shot the camera was mounted on the bicycle to give

television viewers the view a rider would see just before the collision. A rope attached to the bicycle was used by Jim Robinson of Chetwynd Films, and Doug Cowan, DTC, to stop camera-man Robert Ryan just before a collision would have taken place.

The spot will go to all TV stations in the province for public service use.

Traffic Safety Roundup



SAULT STE. MARIE — During a recent safety campaign, Charlie Gilbraith (left) helps mount one of the 200 eye-catching posters provided by the local safety council. They were designed for use on commercial vehicles travelling on city streets. Gilbraith is a Sault Ste. Marie Safety Council member. Looking on is Tom Cook, operator of a cartage firm. The 17" x 11" posters are orange and black.



DON MILLS — Many bicycle rodeos were held across the province this spring and early summer. This one (above) was organized by the Don Mills branch of the Toronto Jaycees and was held in June.

Forty-two cub scouts aged 7-11 from the east-central section of Toronto took part. The boys were given a written test and six road tests designed to check their balance, judgment, and traffic knowledge. All the contestants were later given memberships in the Crusader Cycle Club, a four-part instruction program initiated by the Department of Transportation and Communications.



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Hon. Charles MacNaughton, Minister.

A. T. C. McNab, Deputy Minister.

First prize in the rodeo went to Keith MacDonald, 8; second to John Harris, 10; and third to John Fishell, 10, all of Toronto.

Picture shows a cub scout negotiating the diminishing clearance test

* * *

OTTAWA — Charles Farley is out \$350 because Muk-wah decided to go for a spin.

Muk-wah, an 11-month-old poodle-terrier combination, got into the Farley family van, pawed the ignition key, starting the engine and rode the vehicle 20 feet along the driveway into the garage.

The garage door was closed when Muk-wah started but open sort of, when he finished.

Muk-wah was uninjured but upset.



TORONTO — Herbert Pedigrew of Dunnville (right) and C. L. Wilson of Brantford (left) were congratulated by the Hon. Charles MacNaughton, Minister of Transportation and Communications. Ontario, recently for achieving a record of 25 accident free driving years with Canada Coach Lines. The men received certificates from Canada Coach and cuff links with Ontario's trillium emblem from the Minister. They are the second and third drivers respectively to receive the certificates. The first driver, Lewis Pollock, got his certificate last year.

* * *

NORTH BAY — Lise St. Amour and Rachelle Lemay won first and second prizes, respectively, in the senior division of a safety poster contest held in the District of Nipissing. There were 2,500 entries in the poster contest from schools right across the district.

Presentations were made by OPP Traffic Safety Officer, Constable Dave Macdonell during graduation ceremonies at the girls' school, Lorrain Separate School in Bonfield.

At the same time, student Richard Beaulieu, also of Bonfield, was given the bicycle rodeo award by Constable Macdonell.

W. B. G. Reynolds, Commissioner of Highway Safety.

Nick Douloff, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Department of Transportation and Communications Ontario.

Studded tire test reveals

Regular tires compare favourably to others at zero temperatures



Last winter the former Department of Highways, now Department of Transportation and Communications Ontario, was involved in testing studded tires.

Use night-visible costumes

Parents, remember to put your children in night-visible, light-coloured costumes this Hallowe'en! Dark or black costumes just don't show up in the headlights of approaching cars—until it's too late.

And if you're driving your car the night of October 31 watch for youngsters who have forgotten to look out for you.

Studded tires, tire chains and sand are effective driving aids at temperatures near freezing, but they give motorists no extra protection at temperatures near zero in comparison to regular highway tires.

This is one of the main conclusions contained in the Canada Safety Council's 1971 Winter Driving Tests report.

"The Council considers that tests provided valuable new information regarding safe winter driving techniques," J. C. Thackray, president of the CSC, commented. "They show conclusively that there is no substitute for caution and skill in these adverse driving conditions."

Vehicles equipped with standard highway tires, snow tires and studded snow tires and tire chains were tested on clear ice and sanded ice for stopping distances and manoeuvring ability in simulated lane changing at temperatures ranging from freezing to five below zero (Fahrenheit).

Sanded ice reduced significantly the stopping distances of vehicles equipped with any of the tires and aids tested. But even the increased friction provided by sand became insignificant when applied to ice hardened by a drop in temperature to 10 degrees.

On clear ice at temperatures near the freezing point, tire chains and studded snow tires fitted on all four wheels provided the most significant decrease in stopping distances in comparison to standard highway tires or snow tires. But once again, the improvement was nullified as the ice temperature approached zero.

Snow tires did not reduce stopping distances on clear ice in comparison to regular highway tires. Vehicles fitted with snow tires on all four wheels actually took longer to stop than those equipped with regular tires on

clear ice at temperatures near the freezing point.

The lane-change tests indicative of *cornering ability* showed that cars equipped with studded snow tires on all four wheels could make the manoeuvre on clear ice at temperatures near the freezing point some 50 per cent faster than cars fitted with regular highway or snow tires. However, both speeds involved on this slippery surface were relatively low.

Once again, the advantage disappeared at temperatures near zero. Studs on the rear wheels only gave no such improvement and actually decreased cornering ability in comparison to regular highway tires at temperatures near zero.

In the starting traction tests conducted on clear ice, chains provided the most bite followed by studded tires on the rear axle only. Studded tires fitted on all four wheels provided somewhat less traction.

The hard-packed snow tests, conducted on surfaces so hard that tires left no tread marks, showed that snow tires give no advantage in starting traction compared to regular highway tires. Chains gave the most bite but studded tires gave no consistent advantage on this treacherous driving surface compared to the same snow tires unstudded.

The Winter Testing Program was undertaken by the Canada Safety Council in co-operation with the Federal Ministry of Transport, the Ontario Department of Transportation and Communications and the Quebec Roads Department. They were carried out by Damas and Smith Ltd., Consulting Engineers and Planners, on Lake Timiskaming 300 miles north of Toronto.

As of April 30, 1971 studded tires were banned in Ontario. •

2000 school patrols take part in first OML patrol parade



Led by skiing champion Nancy Greene as honorary parade marshal and composer Bobby Gimby, 2000 school safety patrollers took part in the first annual Ontario Motor League School

Safety Patrol Parade. It was held during the Canadian National Exhibition in Toronto. The parade started at the Old Fort York grounds, went through the



CNE past the Queen Elizabeth Building where the Honourable Allan Grossman, Minister of Trade and Development took the salute and proceeded to the Forum at Ontario Place.

The patrollers were entertained by the Ontario Place Singers and accompanying bands and after lunch were treated to the Grandstand show.

Wilson takes top driver award in DTC truck rodeo



George R. Wilson (above), Woodville, took the title of top driver in the Department of Transportation and Communications and a gold medal, in the recent annual DTC truck rodeo held in Toronto.

Garry A. Parkes representing Kenora District took second place in the competition.

There are 2,000 drivers in the department and they chalk up more than 40 million driving miles a year.



In addition to this competition Wilson went on to participate in the 24th Ontario Truck Rodeo Championships a few days later in the Straight Truck Division.

The winners of that competition are: front row, left to right, G. A. Donaldson, Peel Express (Brampton), Straight Truck Division; O. A. Smith, Gulf Oil Canada Limited, Single Axle Tractor—Tandem Axle Semi Trailer Division and H. J. Huys,

Scott Transport Limited, Tandem Axle Tractor—Tandem Axle Semi Trailer Division.

The runners-up in the back row are: (left to right) H. G. Marsh, Imperial Oil Limited; E. G. Snider, Wallenstein Transport Limited; J. E. Elliot, Kingsway Transports Limited; G. E. Slotte, Pete Slotte and Sons Limited; F. N. Wilvert, Kingsway Transports Limited and J. M. Masse, J. M. Schneider Limited.

Coming Events

November 3-4—Traffic Safety Officers Workshop, Seaway Hotel, Toronto. For further information contact: Mrs. V. Beaman, Ontario Traffic Conference, 648 Finch Ave., E., Willowdale, Ontario.

November 12-14—International Conference of Driver Training Schools, sponsored by North American Professional Driver Education Association, Inc., at Inn-on-the-Park, Toronto. Contact: H. Naumann, 606 Jarvis Street, Toronto 285, Ont., Canada.

November 22-23—"Trucking—the People Business," 45th annual meeting of the Automotive Transportation Association, Royal York Hotel, Toronto, Ont.

January 27-29, 1972—Road Safety Workshops, Hotel London, Ontario, sponsored by the Department of Transportation and Communications.

Woodcock transferred to Japan



WILLIAM A. WOODCOCK

William A. Woodcock, head of engineering at General Motors of Canada for nine years has been transferred to G.M.'s Overseas Operations Division in Japan.

Woodcock took part in numerous road safety workshops organized by the Department of Transportation and Communications. As an articulate and convincing spokesman for the automotive industry he contributed a great deal to discussions centering on highway safety through vehicle design.

Yukon registrar addresses CCMTA meeting



H. J. Taylor, Registrar of Motor Vehicles, Yukon Territory addressed the annual meeting of the Canadian Conference of Motor Transport Authorities held in Toronto.

Among some of the items discussed, it was resolved to develop criteria for the registration of modified or altered vehicles and to encourage snowmobile manufacturers to design a cowl

that will accommodate a standard licence plate.

The CCMTA is made up of administrators of motor vehicle branches at the provincial, federal and territorial levels of government. They meet annually to discuss mutual problems in the field of vehicle registration.

New syllabus used to train driver education teachers



R. J. Little, Central Public School, Brantford, gives a report on the psychology of the driver to the Hamilton class while another teacher, Neal Withers, T. A. Blakelock High School, Oakville, looks on.

Ninety-five teachers completed the teacher preparation course in driver education this summer. The course was held simultaneously in Toronto, Hamilton, London and Ottawa and teachers from all over Ontario took the course.

Master instructors of the course used a new training syllabus produced by the Department of Transportation and Communications to train the new teachers. Both students and teachers were impressed with the syllabus which was described as an important step by the department in organizing driver education in Ontario.

The course was three weeks (87 hours) long with eight 40 minute periods a day.

Vic Doody head of TSA retires

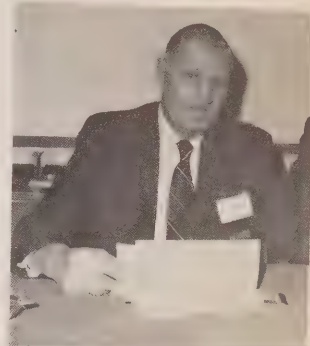
Promotion of safety and accident prevention has been the 28-year-career of Victor J. Doody, recently retired General Manager of the Transportation Safety Association of Ontario.

Since 1943, TSA has grown from a two man operation to a province-wide organization with representatives from Thunder Bay to Toronto and from Windsor to Ottawa.

Doody says his greatest single satisfaction in recent years has been to watch a tremendous growth in management and employee acceptance of TSA's safety goals and programs.

Last year 26,000 drivers employed by commercial trucking and cartage companies participated in driver safety and awards meetings. The Association has 10,000 member firms.

In addition compensable accidents were down several hundred from 1969 and fatalities in the



transportation field in 1970 were 14 compared to 22 in 1969.

Doody has not retired completely, however, from safety activities. As a life member of ATA, of Ontario truck rodeo and Metro Toronto Safety Council he intends to be actively involved in transport safety for many years to come.

Labatt's safety man retires after 45 year career



Art Robertson (above) recently retired Superintendent of Transportation, at Labatt's Ontario Breweries Limited poses with transportation safety awards taken over a 45-year career.

Robertson started work with Labatt's at the age of 17 as a mechanic. Nine years later, he was night foreman, then service manager, assistant superintendent and finally Superintendent of Transportation in 1952.

By 1946 Robertson had his

certificate from Pennsylvania State college enabling him to teach fleet maintenance. Practical work, craft seminars, conventions, lectures and a knack for keeping trucks moving soon made Robertson a recognized authority on fleet maintenance.

Fleet Owner magazine has honoured Robertson for six consecutive years with their fleet maintenance award and he took the magazine's colour and design award for the distinctive Labatt's truck.

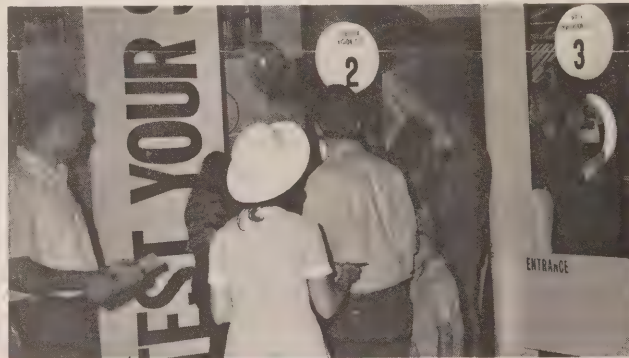
Child restraint systems attract spectators at DTC display



Youngsters (above) tried their luck in a bicycle draw while (below) drivers tested their driving knowledge.



Child restraint display (above) attracted concerned interest while (below) people tested their eye sight and reaction-time.



Child restraint systems drew a great deal of attention at the Canadian National Exhibition this year.

A moving seat display set up by the Transportation Safety Office of the Department of Transportation and Communications graphically outlined the forces at work on the child passenger in even the mildest stop. Several child seats were used to show how parents can protect their children from unnecessary injury.

In addition, ten thousand copies of an Ontario Safety League pamphlet entitled "The Child Passenger" were handed out to interested persons at the CNE. An American company has also expressed interest in using the moving seat at the Junior Product Manufacturers Association trade show in New York to display their restraint system.

Many who visited the Ontario Building at the CNE also stopped at the DTC exhibit to test their reaction times on the psychophysical equipment. Night vision, field of vision, depth perception, visual acuity, and braking ability, all were tested by this equipment.

Driver test equipment was set up to test people's driving knowledge. Slides depicting driving situations were flashed on a small screen while participants picked the correct answer from several choices. DTC employees kept track of individual scores and presented each person with them as they finished the test consisting of ten slides.

Others answered six traffic safety questions on their bicycle draw ballots before continuing on their way.



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ontario traffic safety

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DTC Minister calls for greater personal responsibility

Unless more people accept greater personal responsibility or obeying motorized snow vehicle laws that have been passed for their protection, the accident statistics of last winter could be a foreboding spectre for the season ahead, Hon. Charles MacNaughton, Minister of Transportation and Communications, said

recently.

Last winter, 38 people were killed in Ontario snowmobile accidents, compared with 26 the previous year and 27 in 1968-69. Injuries last year totalled 598.

Motorized snow vehicle registrations rose to 157,000 last year—40 per cent more than the previous year's total—and, for the

first time, new legislation required the full reporting of off-highway collisions as well as those on the highway.

Despite these qualifications, Mr. MacNaughton said the statistics "are cold comfort indeed."

He said the majority of mishaps could have been avoided. "The principal cause of death and injury was, to put it bluntly, the irresponsibility of people who violated the motorized snow vehicle laws set out by the Government of Ontario for their protection."

Mr. MacNaughton said mishaps occurred from snowmobilers riding on the wrong side of the road, colliding with parked motor vehicles, failing to obey stop signs and other road warnings, driving too fast for surface conditions, and lack of familiarity with the capabilities and limitations of the machines to manoeuvre and stop.

The Minister urged snowmobilers to get a copy of his Department's pamphlet which spells out the laws covering the operation of snow vehicles and contains safety tips. In addition, he urged novices to take a training course from local snowmobile clubs.

Statistics from last winter show:

- 29 people were killed in highway collisions, compared with 15 the previous year and 353 injured, compared with 164 the previous year;
- 9 people were killed in off-highway collisions, compared with 11 a year earlier, while injuries, under the new reporting laws, rose to 245 compared with seven a year earlier;
- Over 65 per cent of all highway collisions occurred on icy or packed-snow surfaces;
- 46 per cent of off-highway accidents involved collisions with obstructions, such as tree stumps and fences;

- 13 per cent of off-highway collisions involved two snowmobiles running into each other;
- 19.4 per cent of drivers involved in collisions, where the condition of the driver was known, had been drinking, compared with 20.4 per cent the previous winter;
- 41.6 per cent of all highway collisions were on township roads;
- 47.3 per cent of drivers in highway collisions were 25 years of age or older. The next major category was 16-19 age group (24.1 per cent). This pattern has been consistent over three winters.
- 77 per cent of all highway collisions occurred during clear visibility conditions.

RULES OF THE ROAD

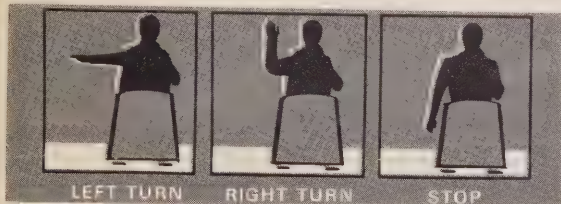
The Rules of the Road for operation of motorized snow vehicles on the highway for the most part, are similar to those rules contained in the Highway Traffic Act for operation of motor vehicles. The rules for the following procedures are basically the same for motor vehicles:

Turns
Right of way
U-turns
Passing

Parking and standing
Unnecessarily slow driving
Traffic signs
Traffic lights

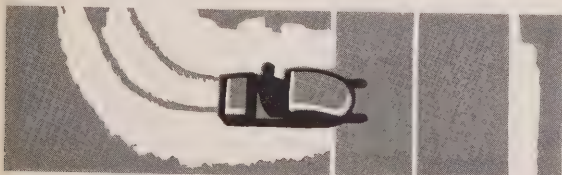
DIFFERENCES

Signals indicating your intention to turn right or left, to stop or to move out from a parked position, must be given by hand and arm.



Where permitted to enter or cross a highway at other than intersection:

The driver of a motorized snow vehicle about to enter or cross a roadway from property adjoining the roadway must bring the vehicle to a complete stop and, upon entering the roadway, must yield the right of way to all oncoming traffic which constitutes a hazard. You must enter or cross at an angle of approximately 90 degrees to the direction of the roadway.



CARELESS DRIVING

It is an offence to operate a motorized snow vehicle without due care and attention, or without reasonable consideration for other persons.

This applies both on and off a highway.

- Excerpts (left) from the department's pamphlet, *Motorized Snow Vehicles in Ontario*, illustrate your responsibilities as a snowmobile operator. If you wish a free copy of this pamphlet, write to the Transportation Safety Office.

The man above is enjoying himself in the safe operation of his vehicle. Make sure you do so and avoid needless injury and grief.



Schools may use DTC bicycle safety program

Frontenac County in eastern Ontario is studying the feasibility of integrating a bicycle safety program in its public schools' regular physical education program.

R. E. Shadbolt, Superintendent of Curriculum for the Frontenac County Board of Education says he is exploring the possibility of including a bicycle safety course as part of regular physical education with his physical education consultants.

Tentative moves have begun because of Project Little Folks, a program initiated by the Ontario Council of Young Drivers in January of this year. The Project is designed to make public school children aware of and receptive to traffic safety.

Using the Department of Transportation and Communications Crusader Cycle Club material, Cora von Hertzberg, a Kingston member of OCYD, organized and taught a safety course at Bayridge Public School, Kingston and Collins Bay Public School, Collins Bay.

Principals of the schools let Miss von Hertzberg teach the course during school hours in the last two weeks of school. With the help of three friends,

she taught grades three and four at the Collins Bay school and grades two to four at the Bayridge school. About 110 children were exposed to the program.

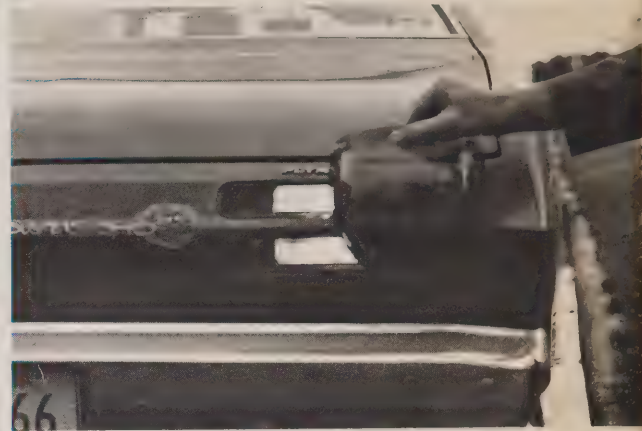
At the conclusion of the course both principals were impressed with the children's response and agreed it would be easy to incorporate a bicycle safety program in the regular health and physical education course and let the appropriate teachers do the teaching.

Cpl. McKegney, Kingston Police Safety Officer, has indicated he will be available to attend opening classes, check bicycles and officiate at bicycle rodeos.

DTC's Crusader Cycle Club course has three parts: instruction, consisting of a minimum of three indoor classes to teach manual signals, traffic signs, lane markings, and rules of the road; inspection of all students' bicycles before they take their skill test; and the examination which if successfully completed entitles the child to call himself a Knight Rider and wear a badge and carry a membership card.

Generally, the course is taught in off-school hours by concerned adults. •

Manitoba issues visor warning



Motorcyclists in Manitoba have been warned to destroy **blue-tinted bubble-type** face masks immediately. The warning was issued by Ben Hanuschak, Manitoba Minister of Consumer, Corporate and Internal Services.

Because of its color the mask, which can be attached to a crash helmet, makes it impossible to distinguish the color red.

The hazardous nature of the blue face mask was first brought to the attention of the public and the Consumers' Bureau by

former Minister of Highways Joe Borowski early in September.

Since that time the bureau has been informed by Minister of Highways Peter Burtneck that an investigation of two recent accidents at intersections involving motorcycles showed that in each case the motorcyclist was wearing this type of sun visor.

"In each case it was quite apparent that the motorcyclist had no way of recognizing a red light for his traffic lane," Hanuschak said. "A cyclist would be similarly unable to make the normal responses to warning lights in traffic, brake lights, or flashing red lights of emergency vehicles."

Although the visors have been taken off the shelves by Manitoba dealers, approximately 200 of these visors are still unaccounted for and still possibly in use.

A survey of some of Ontario's biggest motorcycle equipment distributors indicated that the visors were not imported into Ontario but motorcyclists here are urged to examine their visors immediately and destroy them if necessary. •

Ontario approves use of

BSI and Snell helmets

Use of motorcycle helmets meeting the standards of the Snell Memorial Foundation or British Standards Institute beyond the end of 1971 has been approved by Ontario, says Hon. Charles S. MacNaughton, Minister of Transportation and Communications. Previous regulations had required all helmets to meet the standards of the Canadian Standard Association by the end of this year.

"The whole question of standards for motorcycle helmets is being re-examined both here and in the United States," Mr. MacNaughton said. "Meanwhile, for the convenience of those motorcyclists who are using helmets conforming to the high standards of Snell and BSI, we are allowing their continued use."

Since 1968, Ontario law has required that motorcyclists and their passengers must wear approved helmets. Helmets must bear the appropriate monogram or certificate. •

SAFE DRIVING WEEK

OPERATE CAREFULLY

AND WE WON'T HAVE TO!

CANADA SAFETY COUNCIL

Traffic accidents can be reduced significantly only if the whole community believes this is an urgent need. During Safe Driving Week, December 1—7, the Canada Safety Council says traffic deaths are reduced in comparison to the weeks immediately preceding and following it. But too many people are still being killed and injured—100 dead and 3,000 injured in 10 thousand collisions each week—in Canada.

Drivers themselves are responsible in the great majority of cases. They could prevent nine out of 10 collisions by driving defensively, by gearing all their actions to recognizing hazards, understanding the defense and acting in time. This requires driving vigilance not only in Safe Driving Week but throughout the days, months and years of their driving life. •

Coming Events

November 15-16—Conference on Advanced Motor Fleet Safety Management, Ontario Safety League, Toronto: Contact: Frank C. DeVenne, Ontario Safety League, 409 King Street West, Toronto 2B, Ontario.

November 22-23—"Trucking — the People Business," 45th annual meeting of the Automotive Transportation Association, Royal York Hotel, Toronto, Ontario. •

TTC and Gray Coach bus drivers compete in first provincial bus rodeo



The Rodeo Grand Champion, Operator K. E. Kellar (left), Eglinton Division, Toronto, TTC, with his trophy and clock radio. His Divisional Superintendent, Mr. R. K. Lee (middle) receives the Annual Trophy from TTC General Manager, Mr. J. H. Kearns.

Toronto Transit Commission and Gray Coach Lines have participated in what is described by TTC officials as a unique event in the public transit industry. They co-sponsored a bus rodeo.

Run-offs for the six TTC operating divisions, plus Gray Coach Lines, commenced in May at three garages in different areas of the city.

To be eligible to compete in



Negotiating the offset alley. This stage of the course consisted of two alleys, 114" wide and 50' apart. The bus, which is 104" wide had to clear the first alley, then swing right to the second alley which was offset by 104" from the first alley.

the rodeo, entrants had to have earned a safe driving card in 1970. Over 450 entries were received.

The rodeo course consisted of various specially designed areas simulating driving situations faced by bus drivers on congested city streets. Barriers, drums and other devices were used to construct a serpentine, an offset alley, a bus bay, straight line diminishing clearance, right angle turn, and diminishing clearance and stop line.

Prior to driving through the course, each competitor was required to carry out a pre-trip vehicle inspection.

A set period of time was allowed in which to complete the

course, and points were scored by the judges based on the contestant's skill in negotiating each phase of the course in the allotted time.

The top driver and runners-up at each of the seven divisions were awarded trophies. The seven divisional champions earned the right to compete for the Rodeo Grand Championship.

In late September, the Grand Championship was held at Danforth Division, Toronto, and Operator E. Kellar, Eglinton Division emerged the winner by just 3 points over Driver E. Ross, Gray Coach Lines. Second runner-up was Operator E. McKeddie from Roncesvalles Division, Toronto.

No exceptions for studded tire ban Deputy Minister warns

The Highway Traffic Act does not provide for any exception to the ban on the use of studded tires in Ontario this Winter, Deputy Minister of Transportation and Communications A. T. McNab said in a recent statement.

"The regulation prohibiting their further use, which was passed last year, makes it an offence for any vehicle to be equipped with studs on Ontario highways, roads and streets," he said.

Drivers using studs may be subject to fines ranging from \$20 to \$100.

Mr. McNab said the province took the lead in banning studs because research carried out in Ontario on their effectiveness had effects on highway damage more advanced than other jurisdictions.

"That research, and additional research conducted by the Canada Safety Council — an independent organization — during the past two winters supported earlier findings that studs offered only marginal aid in winter driving where icy road conditions existed," he said.

"The tremendous amount of research that has gone into the

matter leads safety experts to believe that in a great many instances drivers using studded tires were operating under a false sense of security."

Regular snow tires and the use of steel tire chains, where necessary, are not affected by the ban.

The increasing use of studs was found to be wearing off the skid-resistance texture of paved surfaces, creating extensive ruts and prematurely obliterating the white driving lane guide lines, said Mr. McNab.

"The combination of these results was causing a general hazardous driving condition that could affect all motorists," he added.

He pointed out that the State of Minnesota also has banned the use of studs this winter and a ban has been imposed in the State of Utah, to take effect next April.

Legislation is now going through in Michigan to impose a ban starting in 1973 and other jurisdictions, including the Province of Quebec, are closely examining their situation respecting legislation, said Mr. McNab.

Driver education enrollment continues to climb

The number of students enrolling in driver education continues to climb. Over 27,000 students in 498 schools across the province successfully completed the driver education course last year. In 1969-70, 24,000 were graduated and in 1968-69 21,000 were granted certificates by the Department of Transportation and Communications.

Nine hundred and sixty-four qualified driver instruction teachers conducted 985 courses mainly on an extra-curricular basis. Only occupational students receive the course in school time. Moreover, 35 courses were offered as part of the regular night school program to adults and 10 courses during the summer vacation period.

Automobile manufacturers through their local dealers donated 319 cars to be used as instruction vehicles.

The Waterloo County Board of Education trained the greatest number of students with a total of 1,978. The Scarborough Board of Education was next with 1,193, followed by the Windsor Board of Education with 1,092 and Toronto, 1,043.

Included in the total number of schools offering driver instruction are 33 Roman Catholic and private secondary schools which trained a total of 652 students. Two Ontario Schools for the Deaf trained 72 students and three schools operated by the Department of Correctional Services trained 77 students.

Fuel leaks develop in 15 out of 200 crashes say CAL researchers

Fuel leaks occur in about 15 out of 200 cars involved in a collision serious enough to cause injury to the occupants.

Cornell Aeronautical Laboratory's study of injury collisions shows that the danger of a gas leak is greatest, as you might have suspected, when your car is struck in the area where the gas tank's filler-pipe is located.

Not all leaks are caused by perforation of the fuel tank. In numerous accidents, the cap to the fuel filler-pipe flies off and the gasoline sloshes out, often a

quart or more. In one CAL crash test, simulated fuel (dyed mineral spirits) ejected in this way moistened about one-quarter of the nearest car door.

One of the surprises in the study of accident data was the failure of the mid-chassis tank, filled from the left, to live up to expectations with regard to safety.

Cars with tanks in this location developed leaks in 10% of the rider-injuring accidents in which they were involved. For the rear tanks, filled from the

rear — the most common configuration on the road today — the comparable figure was gas leakage in 7% of all injury-producing accidents.

In making the statistical study, the vehicles were divided into five groups — rear tank, filled from rear; rear tank, filled from left side; left fender tank, filled from side; mid-chassis tank, filled from left side; and tank in the front of the car.

For each group, the percentage of leaks was tabulated for impacts against cars in the group

from each of six directions — front, rear, and against each of the four fender panels.

Some typical results are shown in the accompanying drawings.

Not enough accidents have occurred yet, the report said, to determine the effect of U.S. fuel system integrity standards begun by the National Highway Bureau with 1969-model cars.

Reprinted from Research Trends, a quarterly report from the Cornell Aeronautical Laboratory, Buffalo, New York.

YOU

are cordially invited to attend the

LONDON AREA ROAD SAFETY WORKSHOPS

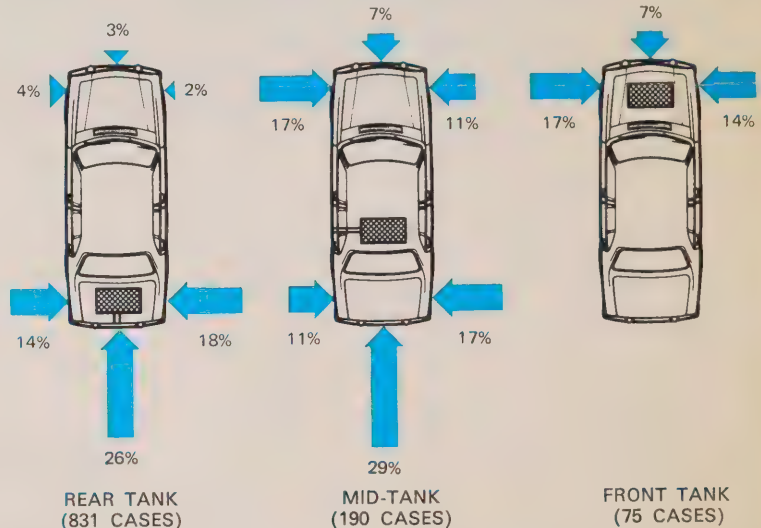
Hotel London
London, Ontario

January 27, 28, 29, 1972

We need your ideas and advice
on these important topics:

- Traffic law enforcement
- Engineering highway safety
- Traffic safety education
- Motor vehicle administration
- The role of young people in traffic safety

PLAN NOW TO ATTEND



These percentages are based on a study of 1,438 vehicles involved in accidents in which an occupant was injured. Results are shown for three of the five gas-tank configurations studied. Only 75 of the cars had their gas tanks in the front; so few of these suffered rear-end impacts that the sample is insufficient to support a conclusion that rear-end collisions pose no danger of leaks in front-tank cars.

U.S. sticks to restraint deadline

The U.S. government has decided to stick to its announced deadline and has ordered auto manufacturers to install passive restraint systems, such as air bags in all their 1976 model cars. The announcement was made by the Secretary of Transportation John A. Volpe in late September. Passive restraint systems

do not require the driver or occupants of a car to actively engage the system after entering the car (as in the case of current standard equipment seat belts). However, in a collision the system comes into play automatically.

The announcement means that beginning in August 1975, manufacturers will not be allowed to manufacture for sale in the U.S. any passenger car that does not provide complete passive protection for all seating positions. •

Ron and Eve White

The Department of Transportation and Communications deeply regrets the deaths of Ron and Eve White in a recent aircraft accident.

Both Mr. and Mrs. White provided invaluable assistance to the department when they acted as advisors to the department's new motorcycle training program — The Sport of Experts.

Mr. and Mrs. White were very involved in the Canadian Motorcycle Safety Council and the Canadian Motorcycle Association. Eve White had taken over from her husband as editor of the CMA's official journal called Canadian Motorcycling.

In addition, the Whites also contributed to safety through participation in Canada Safety Council activities.

ontario traffic safety

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Hon. Charles MacNaughton, Minister.

A. T. C. McNab, Deputy Minister.

W. B. G. Reynolds, Commissioner of Highway Safety.

Nick Douloff, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Department of Transportation and Communications Ontario.

Speakers to reflect international concern about traffic safety

Main luncheon speakers at the upcoming London Area Road Safety Workshops in January will reflect the growing international concern about traffic safety.

Brigadier-General B. J. Legge, C., chairman of the Ontario Workmen's Compensation Board, J. G. Alexander, M.B.E., M.A., director-general of the U.K.'s Royal Society for the Prevention of Accidents and Howard Pyle, president of the U.S. National Safety Council are scheduled to address the Workshop on three consecutive days.

B. J. Legge's career has spanned many fields from the military to the legal and accident prevention. He was elected vice-president of the Canada Safety Council in 1970 and is also president of the International Association of Industrial Accident Boards and Commissions in addition to his duties at the Ontario WCB.

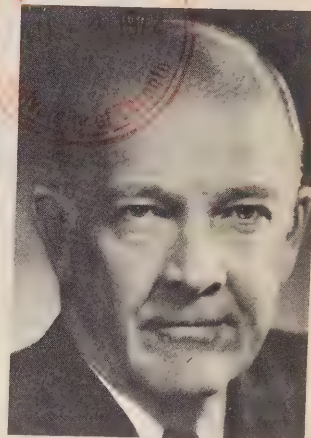
W. G. Alexander, the fourth director-general of RoSPA in the U.K., has held academic,



B. J. Legge



W. G. Alexander



Howard Pyle

military and top civil service positions during his career. He took over his current position in 1968 and visited the U.S. and Canada earlier this year to confer with national safety bodies

and governments here.

H. Pyle, former Governor of Arizona and Executive Assistant to President Eisenhower, took over the presidency of the National Safety Council in the U.S.

in 1959. As a White House aide he was involved in the President's Committee for Traffic Safety and gained a comprehensive understanding of accident prevention problems in the U.S.

Snowmobile Association organizes safety courses

Snowmobile safety courses are being organized throughout Ontario this fall and winter to combat rising fatalities and injuries. To date according to Tom McEneaney, president of the Ontario Snowmobile Distributors Association, 87 safety clinics have been scheduled. The courses are being organized by the Association, all snowmobile manufacturers, dealers, the Ontario Provincial Police, and St. John Ambulance. Sponsors are O'Keefe Brewery Co. Ltd. and Molson's Brewery (Ont.) Ltd.

The whole program takes about two to three hours in the evening and stresses such things as the use of helmets, the capabilities of snowmobiles and how these are enhanced or degraded by the environment and time of day and the relationship of alcohol to impairment of driving skills.

DTC winter driving tips available



A handy winter driving guide has been prepared by the Department of Transportation and Communications' Safety Office entitled *You Can Outwit Old Man Winter*.

The pamphlet outlines safe win-

ter driving techniques, stopping distances, and lists DTC offices equipped to provide information on road conditions this winter.

If you would like to receive a free copy, direct your request to the Safety Office.

Scope of thesis competition expanded

The Department of Transportation and Communications' annual thesis competition for engineering students will be expanded in 1972 to include all subjects relating to transportation and communications. The \$700 competition was started in 1966.

This year's top prize of \$400 was shared by two Ontario students from the University of Windsor, Alan Newman of Windsor, and Kenneth Worsley of Essex, for their thesis "Combined Torsion and Compression Loading of Concrete Columns."

The second prize of \$200 went to Queen's University student Donald Druce of Kingston for a thesis entitled "A Frequency Analysis of Spring Floods on the South Nation River Catchment." Third prize of \$100 was presented to University of Waterloo student A. R. Gordon of Galt for his paper on "An Evaluation of Rapid Transit Systems in the Waterloo-South Wellington Region."

The 13 entries in this year's competition were selected by the Deans of Engineering at six universities offering engineering courses.



Bicycle winners announced

Carey Shean (left) and Helen Chong won the Department of Transportation and Communications bicycle draw this year held at the DTC display at the Canadian National Exhibition. Winners had to answer six bicycle safety

questions correctly on their ballots before the presentation was made. W. B. G. Reynolds, Director of Safety made the presentations at Queen's Park.

Both winners are from Toronto. Carey is 9 and Helen 10. •

Seminar held for bus patrollers



Constable Kolari, Sault Ste. Marie OPP, oversees evacuation procedure at recent school bus patrollers workshop in Sault Ste. Marie.

School bus patrollers from Sault Ste. Marie and from the central Algoma area attended a workshop recently. Approximately 200 patrollers took part in the day long seminar which covered first aid work, evacuation procedures, duties of school bus patrollers and a demonstration on the use of fire extinguishers.

Sponsored by Number 14 district detachment of the Ontario

Provincial Police and the Sault Ste. Marie city police, the workshop was held in the Sault Ste. Marie armouries.

Dick Pfeiffer, Public Safety Consultant with the Department of Transportation and Communications Safety Office also presented a film depicting the duties of school bus patrollers.

Ontario Motor League gave a hand in the registration of participants.

You are cordially invited to attend the London Area Road Safety Workshops

Hotel London, London, Ontario

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- ★ The role of young people in traffic safety.

PLAN NOW TO ATTEND



HIGHWAY SAFETY BY DESIGN



Headlines on highway collisions don't make pleasant reading. Most of us try to block them out and instead ask why don't *they* make better roads or put up stop signs, traffic lights, guide rails—anything to stop the fatalities and injuries.

Well, *they* are. As D. W. Farren, Director, Systems Design Branch of the Department of Transportation and Communications Ontario explains, "The whole science of highway design has as one primary purpose the safety of the highway user."

Farren's branch, which is responsible for the quality of the design of all of Ontario's highways, attacks the question of safety on two broad fronts: operational and environmental. "On the operational side," says Farren, "we're concerned with the interaction of highway design—the physical characteristics and appearance of the highway—and the driving abilities of the driver and the performance capabilities of his vehicle."

"Obviously then," says Farren, "we're restricted in our design approach by the driver himself. He relies almost totally on his eyes to drive; he can only do one thing at a time; and drivers are most competent when they perform a repetitive, uniform and familiar driving task. Generally speaking, we're all conformists so drivers behave as others around them. If we force a driver, through our design, to perform a maneuver beyond his ability, he'll tend to become frustrated, angry and aggressive."

"And lastly we, by that I mean designers, cannot assume high or even average level of driving competency. We have to gear our design to the minimum ability."

Consequently, designers in Farren's branch must ask themselves: What are we asking the driver and vehicle to do and is it reasonable?

From these considerations, designers have concluded that uniformity and simplicity of vehicle operation are necessary and have designed highways around these assumptions. Entering and exiting maneuvers, regardless of the position or type of intersection or interchange, have been reduced to similar, repetitive and easily identified actions. Every highway

may look the same to you, but there is reason for this. Designers are trying to provide the driver with an integral, continuous driving environment. To preserve a reasonably uniform density of traffic flow, a requisite number of lanes are provided.

In order to achieve simplicity of vehicle operation, designs have been created so that only a single decision at a time is required of the driver. Oncoming vehicles are separated by medians and the design itself is simplified so as not to demand too much from the driver and vehicle in terms of ability and maneuverability.

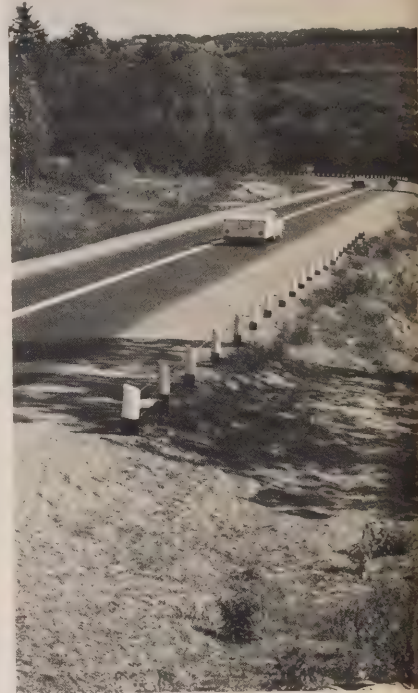
"We've been talking generally about such highways as the 400 or 401 in and around Toronto. From an economic point of view, it would be impractical to build such a highway in low traffic areas, for instance. But we do have a current and continuous program to eliminate hazardous situations on roadways in the province. Each situation is assigned a priority level and as money becomes available, we take corrective measures," says Farren.

On all highways, directional and informational signing is extremely important since the driver depends on his eyes to guide his driving actions. Signs prepare and instruct the driver for his future maneuvers and give him enough advance warning so that he can make his move in plenty of time and space.

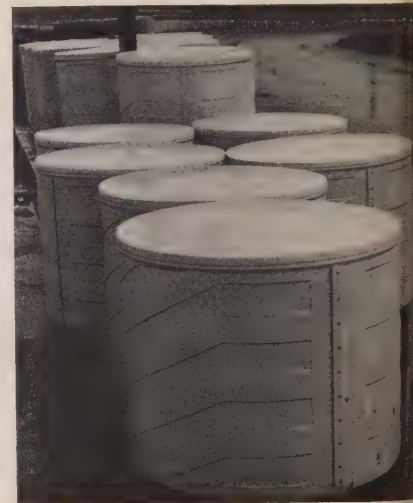
In night driving, the increased dangers caused by darkness in highway operations have been slightly alleviated, at least in some metropolitan areas, by the installation of newly-developed, high-mount lighting systems mounted on 50 foot poles. To date, this system provides the most efficient uniform and glare free light and, used in conjunction with reflectorized zone stripping paints, preserves operational safety to a relatively high degree.

Pavements of different texture and colour are used to distinguish through lanes from shoulders, particularly in built-up areas.

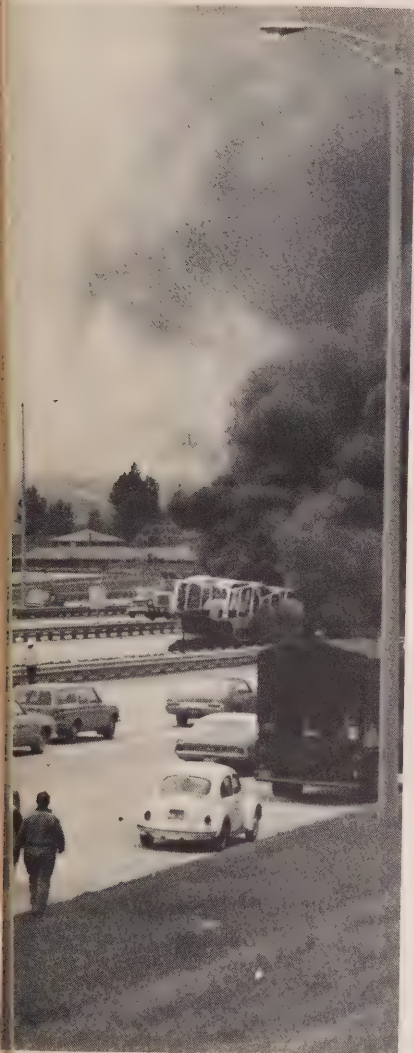
"It's our experience," says Farren, "that many, if not the majority of accidents in which the car leaves the roadway result directly from driver or vehicle de-



Safer highways are a reality but . . .



Yellow barrels form 'crash cushion'.



Drivers continue to take unnecessary risks.



Support poles break away on impact.

iciencies. We try to incorporate the best of operational design, but once a driver is off the road, he's going to run into the roadside environment. So we have to build a safety cushion into that environment—a fail-safe system if you like."

Gentle side slopes and generous clearances are built along with the highway wherever practicable. "Instead of the driver being confronted with a deep ditch, he's got a gentle slope and hopefully he can retain or regain control of his vehicle and thus minimize his or other people's injuries," says Farren. "But again, we have to look at the overall economic picture. We can't employ this device everywhere because of local conditions and in some instances it's simply not a practical solution. In addition, structure abutments, illumination poles and sign posts cannot be eliminated entirely from the roadside"

As a substitute to landscaping and as an aid to keeping vehicles on the road and away from roadside obstructions, designers use guide rail systems. There are three well-proven systems currently used in Ontario—the native wood posts and three cable system developed by Ontario; the single and double blocked metal beam and wood post system; and, a recent addition, the box beam steel post system (developed by New York State) with some modifications and currently being installed on Highway 400 between Toronto and Barrie.

Farren says the province favours wooden posts for the corrugated beam system because they break off at the ground line, allowing the beam to move laterally at the same height. There is a distinct possibility that steel posts, used by some other jurisdictions, may fail in bending, or lie over on impact, allowing the vehicle to vault over the guide rail system.

"All guide rails allow a certain amount of lateral penetration before they redirect the vehicle back on to the road. The cable and metal beam systems have different deflection characteristics which dictate their use in specific areas. For instance, we would install a metal beam with channel reinforcement on a roadway under a bridge where clearance for lateral displacement is very limited because, hope-

fully, it will keep the vehicle away from the support structures of the bridge. On a rural highway, where lateral clearances behind the guide rail system are not restrictive, we would use the post and cable system because of its much lower cost."

Department statistics indicate that in order to provide a safe roadside on high-speed highway routes, a minimum side clearance of 30 feet is desirable and up to 40 feet clearance is preferable. Where this is impossible to accomplish, inoffensive or breakaway components are used. "For example," says Farren, "we try to use the lightest structural material we can find to support signs and we use breakaway steel or aluminum light and sign support poles in areas where they may be struck by an errant vehicle. We try to keep all areas free of unnecessary signs, light poles, or other obstacles."

Farren added however, "The public does not see the guide rail as a roadside hazard. But that's what it is. After all, if you're running off a highway bounded by a guide rail you'll run into it just as you might run into some other obstruction. Consequently, we won't put up a guide rail unless we're convinced it's less of a hazard under impact, than hitting the obstacle.

"One other device that we are using to minimize serious injuries and fatalities is the energy attenuation system or a 'crash cushion' placed in front of bridge piers, abutments or other solid obstacles near the travel lanes. These are the groupings of yellow barrels that can be seen at a number of the above locations. They have proven effective in absorbing the impact of a vehicle with tolerable deceleration rates and preventing the vehicle from sudden collisions with these obstacles which would result in serious injury or death to the occupants."

Says Farren, "we can build all kinds of safety features both on the operational side and the environmental side but we can't neglect the driver. I've found that drivers involved in collisions have done things they just shouldn't be doing given the conditions at the time. Safety is not just a matter of engineering a good highway; it requires the active participation of the driver."

Intersections, well known for high accident potential warn DTC engineers

Intersections, like many things in the physical environment, are taken for granted by motorists. But, last year in Ontario, 324 people died in intersection collisions and over 23,000 were injured.

To Department of Transportation and Communications traffic engineers, intersections are well-known for their high accident potential. "Unfortunately, we can't keep track of every hazardous intersection," says A. Haaland, traffic engineer. "We must depend on the public to inform us of situations which escape our attention, and we're quite eager to investigate such reports."

There are many engineering and economic considerations impinging on an engineer's design or re-design of an intersection but the most important criteria is the reduction of possible collisions. "We design intersections," says Merv Stevens, Manager of Traffic Engineering and Navigational Aids, "to retain the number of potentially conflicting vehicle paths to a minimum."

In order to do this pavement markings, islands, medians, stop signs and traffic lights are used to channel and control the flow of traffic as it passes through an intersection. "You know," muses Haaland, "it's strange, but people don't mind being stopped for up to 40 seconds by traffic lights

but a stop sign which may mean a 15 second delay gets people upset." In many instances, however, a stop sign is all that is needed.

"Moreover," continued Haaland, "people think of traffic lights as safety devices. But that's not their purpose. They're installed to alternate the right of way. Our experience suggests that in many cases traffic lights will increase the number of collisions."

When an existing intersection is investigated surveys are carried out on the volume of vehicular and pedestrian traffic and the delay to traffic crossing the main road. In addition, a collision history of the intersection is com-

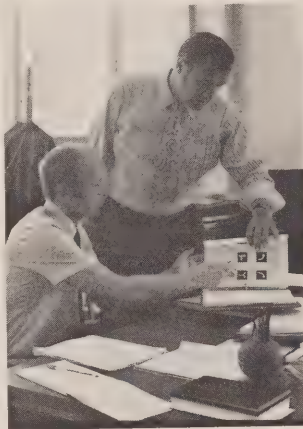
puted and all the above are combined to get a composite picture of the situation. The decision to redesign or not is then made from this composite picture.

To design an intersection, engineers take into account human factors such as driving habits, drivers' abilities to make decisions and react, and natural paths of movement; environmental factors such as roadside development, topography, angle of intersection, grades and aesthetics; and traffic factors such as the turning movements and volumes of vehicles, the size and operating characteristics of vehicles, pedestrian movements, public transit operations and the local

collision history.

"With the amalgamation of the Department of Transport and Highways into the Department of Transportation and Communications," says Stevens, "traffic engineering services municipalities will be continued but on a regional basis." Formerly, the old Department of Transport provided this service out of Toronto.

"The new regional offices are located in Toronto, London, Kingston, North Bay, and Thunder Bay," says Stevens. "This move has been taken to ensure more efficient use of men and their knowledge of local conditions," he concluded.

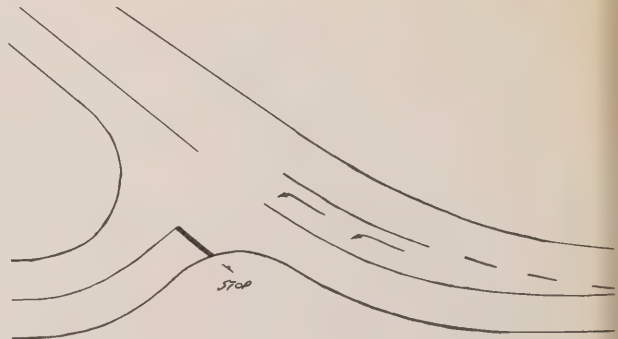
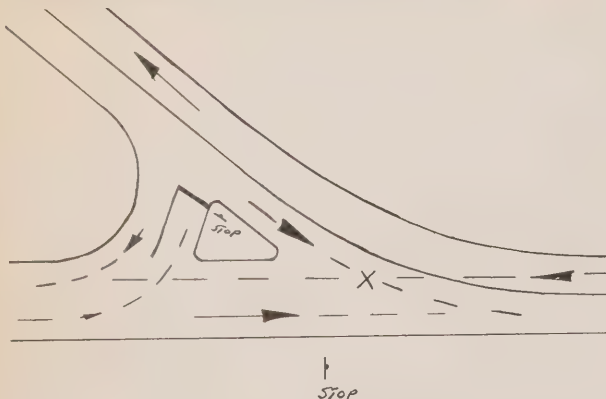


A. Haaland (left) and M. Stevens, DTC engineers discuss a design problem.

TIPS FOR NEGOTIATING AN INTERSECTION

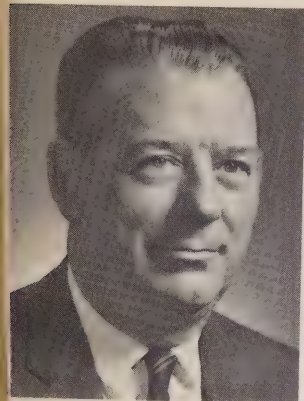
- Get in position before reaching the intersection.
- Use turn signals at least 100 feet ahead of the intersection.
- Don't try to surprise other drivers. Be predictable. Don't stop or slow down without appropriate signals.
- Use hand signals in addition to signal lights if the situation can be made more clear.
- Yield the right of way whenever good driving practice dictates; not only when there are signs directing you to do so.

Problem: To reduce the number of potentially conflicting vehicle paths



Drawing to the left was made from an existing Y intersection in a Southern Ontario community. At the request of local engineers DTC engineers were asked to investigate and come up with an alternative (right). X marks the area of highest

accident potential in the existing set up and in order to remove this danger zone DTC engineers recommended taking the island out and building a left turn only lane on the main highway.



A Christmas Message

We in the Department of Transportation and Communications have endeavoured to make driving in Ontario safe and pleasant. Our engineering staff has designed and built good highways and we try to maintain them well. Our driver and vehicle programs upgrade the quality of the vehicle population and the driving public, through registration of vehicles and licensing of drivers and through mobile and permanent vehicle inspection lines and driver licensing and the point system. In addition Ontario's rules of the road are designed to protect you as a driver or passenger in a vehicle and as a pedestrian. Our traffic safety programs, geared to school age children and adults, young and old, are of high quality.

But traffic still exacts a terrible toll in fatalities and injuries. Our personal responsibility to yourself and your fellow citizens is paramount. We can build, maintain, control and inform but, if you as a driver or pedestrian abdicate your responsibility, collisions will continue to occur along with unnecessary human suffering.

I urge you to exercise caution and common sense not just during the holiday season but throughout 1972. This is a practical and inexpensive application of the spirit of goodwill.

On behalf of the Department of Transportation and Communications, Ontario, I would like to take this opportunity to extend my very best wishes for a safe and happy Christmas and New Year to every reader of Ontario Traffic Safety.

Ontario's Minister
of

Transportation and Communications.

Neiman-Marcus offers Fortress of the Freeway

Neiman-Marcus, a prestige department store in Dallas, Texas, has published its Christmas catalogue. There are, as you might expect, several interesting items for sale—among them the Fortress of the Freeway.

It features an anti-theft device and ornament, closed circuit television scanning camera and scope, 360-degree indestructible cockpit bubble, radar, dual exhaust anti-pollution device, re-

tractable tires, tank tracks, and loudspeakers to warn off passing motorists.

After your chauffeur helps you into your Total Transportation Security Environment, he climbs into his cockpit high above your stateroom. Cost from Neiman-Marcus—\$845,300. But they'll take 10 percent down with 36 easy payments of \$24,192.49 per month.

Letters to the Editor Snowmobilers take heed!

Dear Sir:

We are writing to ask if, through your publication, you could assist us in warning operators of snowmobiles of the dangers involved, not only to themselves but also to others, and the penalties that they could incur if they operate their machines on railway property.

During the last two years, we have conducted an extensive program with the assistance of newspapers, radio and television stations, in warning drivers of snowmobiles that railway property is an extremely dangerous place on which to operate their machines. Noise of the engines of the snowmobiles prevents the operators from hearing the approach of a moving train and the snow also helps to deaden the sound of its approach. A train cannot stop immediately, or in time in most cases, and any emergency braking could cause damage to the equipment or, in the case of a passenger train, injuries to those travelling on it.

Our Department, which is responsible for security on the Canadian Pacific, is most concerned for the safety of all. It is true that under the Railway Act of Canada we can charge persons found operating snowmobiles on railway property with trespassing, and they could be liable to a fine of \$100.00, and while we much prefer not to take these measures, we found that persons, although warned, did not heed the warning, and for their own safety and that of others, as well as the damage they cause, we are forced to take the necessary action.

Anything you can do, in the way of a message of warning, to assist in preventing persons from operating snowmobiles on railway property, will be greatly appreciated.

Yours sincerely,
J. L. LePage,
Canadian Pacific,
Superintendent, Eastern Region,
Toronto, Ont.

Our car burned but seat belts saved us

Dear Sir:

On August 18, 1971, my husband and I were in an auto accident. In a fog, a car hit the back end of our Olds '98, 1968. The gas tank of our car exploded on impact, our windows were broken out, and the right rear door was broken off.

It appears that the other car may have become welded to ours and we rolled down a steep ditch, stopping approximately 180 feet from point of impact. Both cars were burning as well as the grass and the gasoline on the highway.

However, all occupants got out safely with a minimum of injuries in comparison to the type of accident.

My purpose in writing is to comment on seat belts. My husband who was driving, had on his lap belt—I had on the lap belt and the shoulder belt.

We feel strongly that these belts, a heavy car, and the fact we landed on the wheels were very great factors in saving us from a worse fate. All belts remained on their moorings and immediately released on touch. Damage from the belts appears to have been minimal. We suspect that while the car was on its roof and during the roll the metal buckle may have done damage to our thighs—with internal bleeding in the flesh which is gradually clearing.

In our opinion the safety features of seat belts far outweighs the injuries to the person and reduces the risk greatly. Our seat appeared to have stayed on its moorings and this is possibly a very important condition to enable the seat belts to do their job effectively.

Yours sincerely,
Mrs. W. G. Kerr,
St. Thomas, Ont.

TRAFFIC SAFETY ROUNDUP



LONDON — Purpose of the Ontario Council of Young Drivers' booth at this year's Western Fair in London was to recruit interested young people and publicize the organization's aims. OCYD was set up earlier this year.

One of the principal aims is to show adults that OCYD members are ready to accept the responsibility which comes with driving. In order to further that end, several Performance (Safety) Rallies have been held, a program of bicycle safety has been taught in elementary schools (see Ontario Traffic Safety—November/1971) and safety seminars organized.

Above, Mary Lynne Naylor mans the booth at the Western Fair. If you live in the London area and are interested in joining OCYD contact Miss Naylor at 438-9496 or Miss Lorna Tuff at 434-9810.



WALLACEBURG — As part of Jaycee week, Elmer the Safety Elephant visited local schools, instructing children on safety rules and raising his flag. Elmer's appearances were followed by police officers who further instructed the children. At A. A. Wright School, Mark Richmond and Linda Rothery, both of grade four, help Elmer and Jaycee Peter Poole to prepare to raise the flag.

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Hon. Charles MacNaughton, Minister.

A. T. C. McNab, Deputy Minister.



ETOBICOKE—York Mayor Philip White (left) and North York Alderman John Know (centre) tied for first place in the Metropolitan Toronto Mayor's Driving Competition held at the Etobicoke municipal office parking lot recently. Here Etobicoke Mayor Ed Horton (right) presents the winners with their shared trophy.



TORONTO — Constable Gary Chapman, Ontario Provincial Police studies a winning entry submitted by Sandy Volinz, grade pupil at John McCrae Public School, Scarborough, in a recent safety contest held by employees of the Workmen's Compensation Board for their children.

Chapman along with R. Cattell, vice-president and eastern general manager of Roberts, Fenton and McConnell, Toronto, and Nick Douloff, editor of Ontario Traffic Safety, judged the contest for the Board.

There were 31 entries from students in kindergarten to grade four and seven first place projects.

W. B. G. Reynolds, Director of Safety.

Nick Douloff, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Department of Transportation and Communications Ontario.

DTC workshop expanded to accomodate increased public interest in traffic safety

Interest in traffic safety has been running so high with the general public this past year the Department of Transportation and Communications has expanded its London Road Safety Workshop from two and a half days to three days in length. One area of major interest is secondary and elementary school safety, so the department has set aside a whole day instead of half a day to discuss these programs in morning and afternoon sessions.

Morning sessions on Saturday, January 29 will cover the whole question of teacher qualifications and course content of the secondary school driver education course. Panelists will also answer questions ranging from co-ordinating a county driver education program to the participation of commercial drivers and young people in driver education programs. This session will be chaired by D. A. Kirk, Assistant Superintendent, Super-

vision Branch, Ontario Department of Education.

Following this session there will be a seat belt demonstration by E. H. Brezina, Head of the Human, Social and Environmental Factors Research Branch of the DTC.

In order to demonstrate the effectiveness of seat belts Brezina will use a standard car seat mounted on an incline. The seat will be cranked to the top of the incline and then released. When released the seat comes to an abrupt stop at the bottom throwing the unrestrained "passenger" off the seat while the "passenger" wearing his seat belt remains on the seat. This demonstration was used in elementary schools in Toronto last fall to impress children with the restraining effect of seat belts. Researchers expected children to take the message home to their parents.

In the afternoon, panelists will discuss traffic safety education in the elementary schools. The

meeting will be chaired by L. Mellen, District Supervisor of Transportation, Supertest Petroleum Corporation Ltd., and Trustee, Middlesex County Separate School Board.

Panelists will discuss bicycle and school bus safety and the nursery and kindergarten school safety programs. In addition, representatives from the Ontario Police College and the Ontario Provincial Police will attend to discuss the training of police safety officers.

The London Pedestrian Traffic Safety Committee will sponsor an evening session on Friday entitled "What can Young People do to help Prevent Road Collisions." It will be followed by a dance. Tickets for the dance will be distributed to young people free of charge.

Workshops on Thursday and Friday will cover such topics as Motor Vehicle Administration and Road Safety, Can Effective Traffic Law Enforcement Help

Prevent Motor Vehicle Collisions, Engineering Highway Safety Through Vehicle Design, Traffic Control and Road Construction and Community Partners in Survival.

Chairmen at these meetings will be A. T. C. McNab, Deputy Minister, DTC, Toronto; Provincial Judge E. H. A. Carson, Provincial Court (Criminal Division), County of Middlesex, London; J. H. Blevins, Regional Director, Southwestern Region, DTC, London; P. Woolford, graduate student, Department of Public Administration, Queen's University, Kingston and Chairman of the Kingston Safety Council.

Delegates to the conference which will be held January 27 to 29 in London will include municipal officials, educators, police, lawyers, businessmen, engineers, religious and community leaders, and other individuals interested in public safety.

Fatigue impairs driving ability

Tests conducted in the U.S. have come out with some shock facts on how a motorist's ability to drive is impaired by long stretches behind the wheel.

On the average, after four hours of driving, a motorist takes 10 per cent longer between corrections of the steering wheel.

The automobile with a fatigued driver drifts more than twice as far from the centre of the lane.

If there is a blow-out, before the driver regains control, the car will swerve three times as far as when he is fresh and alert.

Tests were made in a Cornell Aeronautical Laboratory (CAL) simulator in Buffalo, and are being followed up by over-the-road driving in actual vehicles.

Both sets of tests are for the U.S. Department of Transportation.

The simulator puts the "driver" into conditions he'd actually find on the road with these conditions being controlled and set up by a computer. He "drives" by means of a steering wheel and accelerator and brake pedals.

The value of rest pauses in long distance driving also acquired some support from the tests, says CAL's magazine, Research Trends. Each driver, after completing the four-hour stint, took a four-minute break, then returned to the driving simulator for a brief additional run.

After the rest, drivers had accuracy about equal to that at the end of their first hour of driving.

Ontario's police safety officers attend workshop



Traffic safety officers from police forces across the province gathered in Toronto recently to study several presentations of children's safety programs by fellow police officers. The workshop was sponsored by the Ontario Traffic Conference, a non-profit organization whose mem-

bership is drawn from traffic engineers, safety groups and associations, and police forces in Ontario.

Department of Education representatives, Howard Adams and Herb MacNaught also demonstrated the effectiveness of "simulation" games by involving delegates in one. "The idea is to get participants involved in doing something to see for themselves how dangerous or safe it can be", explained Adams. "We hope the officers can apply this teaching technique in their work in the schools", he explained.

Left, Constable Florence Yanagawa, the only woman safety officer with the Hamilton City Police, answers a question about her safety program. She makes presentations to children in the lower grades of Hamilton's elementary schools.

Truck hero jackknifed truck on Toronto freeway



Theodore Daubreville, Toronto, was named the Dunlop National Truck Hero of the Year for 1971. He jack-knifed a tractor and 45-foot long trailer on the Don Valley Parkway in Toronto during a blizzard to save the lives of schoolchildren leaving a wrecked school bus in a mass pile up.

Daubreville received his award, citation, Rolex Tudor watch and cheque for \$500 from Dunlop Canada Limited President, Brian E. James, at the opening luncheon of the Automotive Transport Association convention in the Royal York Hotel, Toronto.

Montreal distiller counsels moderation on year round basis

Seagram's, the Montreal-based distiller, will start using its 'drink-in-moderation' corporate promotion on a year-round basis.

Since 1935, the company has been using the moderation theme on national holidays. After 37 years, the distillery has decided to widen the reach of the promotional theme with a mini-

mum of five print campaigns scheduled for 1972.

At a cost of \$18,000 in space alone, last year's pre-Christmas, 1,000-line black-and-white ad appeared in 42 daily newspapers.

The kick-off ad featured a Santa Claus. The headline read: "When it comes to holiday driving, Santa Claus has a little magic going for him. The rest of us don't." Copy adds: "Down here, on terra firma, there's nothing ho-ho-ho about driving. Especially at festive times like the holiday season."

Mac Shoub, head of the Montreal office of Ogilvy and Mather, the advertising firm which handles Seagram's corporate account, said the ad was the first from a distillery to have been accepted by the Anglican periodical Canadian Churchman.

Shoub added his agency was currently investigating other subjects for Seagram's corporate promotion. He said: "We'd like to do something on the generation gap. At this point we don't exactly know what, but we'd like to suggest the gap is not nearly as wide as people think."

1972 licence plates on sale now



Why not avoid long line-ups when you go to buy your car licence plates? Buy them now. This scene taken at the Queen's Park licence plate office in Toronto indicates you won't have to wait long for them.

YOU
are cordially invited to attend the

LONDON AREA ROAD SAFETY WORKSHOPS

Hotel London
London, Ontario

January 27, 28, 29, 1972

We need your ideas and advice on these important topics:

- Traffic law enforcement
- Engineering highway safety
- Traffic safety education
- Motor vehicle administration
- The role of young people in traffic safety

PLAN NOW TO ATTEND

Car registration plates for 1972, blue lettering and numbers on a white background, went on sale December 1. Deadline for existing plates is midnight, February 29.

Cost of the new plates is the same as last year—\$35 for an eight-cylinder passenger car or dual-purpose vehicle; \$27.50 for a six; \$20 for a four-cylinder vehicle and \$10 for motorcycles.

This will be the last year that Ontario motorists will have to undergo the annual ritual of licence plate changing. In 1973, multi-year plates will be issued for passenger cars, dual-purpose vehicles and trailers.

Motorcycles, because of their small plates with no room to attach a renewable sticker, will continue to be renewable each year.

The multi-year plates will remain with the vehicle when it changes ownership and each year a validation sticker will be issued to be affixed to the plates as evidence of the renewal of registration.

If the plates are damaged or become illegible or if one is lost, it is the responsibility of the car owner to apply for replacement plates which can be obtained at any issuing office for a \$2 fee.

Officials of the Motor Vehicles Division estimate that more than 2,200,000 vehicles will be registered before the expiry date of February 29, which they emphasized, will not be extended.

Also, for the first time, plates for trailers went on sale December 1 to accommodate those who may be vacationing outside Ontario during the winter. In the past they were not available until March 1.

In cases where the ownership of used vehicles is being transferred at the time of registration a certificate of mechanical fitness is required with the registration application. This also applies to vehicles previously licenced in another province.

No certificate is needed to renew an existing registration with no transfer involved.

CCYD gives money away to promote safety

To promote the use of seat belts during Safe Driving Week the Canada Council of Young Drivers decided to give out one dollar bills to drivers wearing their seat belts. The campaign was carried out in centres across the country including Fredericton, Montreal, Kingston, Toronto, Winnipeg and Victoria.

Reports from Montreal and Fredericton indicate that one in eight drivers in Montreal and one in 10 in Fredericton used their seat belts. Kingston had a ratio of one in 18 and Toronto one in 11.

Motorists who neglected to do up their seat belts were given a pamphlet urging them to use seat belts. It read in part: *Thanks for giving us a dollar. Now buckle up and save your life.*

Hamilton safety council takes the credit



L. J. Pasis, president of the Hamilton Safety Council recognizes speaker from the floor during a Council meeting. Constable F. Nagawa, safety officer with the Hamilton City Police and Secretary of the Council takes the minutes.

The number of pedestrian and traffic fatalities in Hamilton has been declining for the past five years. "We're proud of this record," says Leslie J. Pasis, president of the Hamilton Safety Council, "and we credit the results to our efforts here at the Council."

Objective of a safety council should be to educate the citizens of its community. Says Pasis, "We try to teach people how to develop safety habits." Great reliance is placed on the media in Hamilton to broadcast safety messages. In addition the council organizes vehicle spot checks, bicycle rodeos, baby sitter courses for overseas such things as home safety, playground safety and general traffic safety.

Committees are assigned to each area of safety to regular Council meetings. Directors of the various committees attend meetings which are chaired by the president of the Council. Any citizen of Hamilton is welcome to join the Council, says Pasis. Moreover it is understood that every member volunteers his or her services from the president on to field workers.

"We watch our statistics," says Pasis, "and when we notice an increase in injuries or fatalities in some area of safety we'll work up a special program to meet that need."

Pasis is very conscious of the part young people have to play in the overall awareness of safety in any community. "The Council in co-operation with the Hamilton police produces a safety program geared to children in kindergarten to grade three. We try to produce an interesting presentation utilising visual aids and a lecture series. If children can be taught the value of safety habits and to accept them so that they do not become victims of accidents then I think that's worthwhile." Unfortunately Pasis has not been able to interest young people of high school age in the Council's work. "We haven't begun to scratch the surface in that area yet," says Pasis.

The Hamilton Safety Council has been in continuous existence since 1946 and several years ago expanded its activities when it and the Hamilton Civic Pedestrian Safety Committee were combined. Representatives from both Boards of Education in

Hamilton, industry, municipal government, the general public, service clubs, and local trucking firms attend regular meetings of the Council.

In order to make safety successful, Pasis maintains that "first you have to have dedicated individuals on your council. Council work, to my mind, should be regarded a service to the community with no expectation of reward other than a feeling of a job well done.

"Next," continued Pasis, "you must have the full co-operation of local municipal officials. A local group might have to convince officials that their community needs a safety program. In addition officials may object to the cost. I am aware that lack of funds is an obstacle. Our council is fortunate. We had a budget of \$18,000 last year.

"Members of boards of education, police and fire safety officers and service clubs are also valuable allies so far as any safety council is concerned," said Pasis. "Service clubs are particularly vital in a small town. They have the manpower."

Snowmobilers to rescue stranded children

The feasibility of snowmobile rescue squads is being studied in the Peterborough area to aid children stranded in school buses. According to an official of the Peterborough County Board of Education, community school associations, local radio stations and snowmobile clubs are being encouraged to co-operate in the proposed venture. The plan calls for each association to receive a description of school bus routes in their particular area. Should a school bus become stranded this winter the driver will inform the Board or a member of the local CSA of his position and the radio stations will in turn broadcast the location to snowmobilers which would be dispatched immediately.

To date officials of the Board are optimistic. They feel that the CSA and snowmobilers will be willing to co-operate in cases of emergency.

Japanese experiment with safety devices

Police in Tokyo, Japan, will start testing a new device to arbitrarily control the road speed of motor vehicles early this year.

If successful, officials see this as the ultimate weapon to beat speeders.

The device is fitted to the vehicle's carburetor system to control the flow of fuel.

The system is completed by laying a radio line beneath the road surface to emit signals that are picked up by the carburetor's receiver as the car passes over it.

In built-up areas in Japan the speed limit is 24 m.p.h., but this is ignored by most drivers. There are few motorized police to catch the speeders.

The carburetor device is designed to react to the radio signal and restrict the fuel flow to produce a maximum speed of 24 m.p.h.

No matter how hard the frustrated driver stamps on the accelerator, he won't be able to go any faster.

A second radio line at the end of the restricted area will deactivate the device to allow unhampered fuel flow.

And in another area of traffic safety, five workers of a leading Japanese car manufacturer are credited with developing a sensor

that sniffs out drinkers and stops them from driving.

At the first whiff, the ignition locks. If the car is in motion, there is a 10-second warning before the motor turns off.

The sensor is located in the steering wheel. In a dramatic test at the Tokyo motor show last year officials flashed a glass of whiskey under the sensor's "nose." It reacted immediately and seconds later the test car's engine ground to a halt.

Officials, now seeking world patents for the device, have started tests that they hope will enable them to start marketing the product early in 1972.

The sensor consists of a piece of platinum that reacts to temperature change caused by alcohol in the bloodstream.

Main problem now is to ensure that the sensor cannot be triggered by the breath of a passenger or by any other odor such as a woman's perfume.

It has a maximum range of 12 inches, which would be enough, the company believes, to limit its operation to the driver's breath.

But engineers admit that, potentially, a drunken passenger could lean over the steering wheel and stop the car—a dangerous act if a sober driver is traveling at high speed.

Brake failure: seven warning signs

Powered or unpowered, drum or disc, your car's brakes are one of the simplest systems in your car and one of the most critical to your safety. So an understanding of the following seven common points of failure is vital:

Fade is one of the most common problems. Although cheap or defective linings, fluid or drums may be at fault, the usual cause of fade is simply overheating from severe service. Three things can happen, any of which can cause partial or total brake failure. If two or three happen simultaneously, you have very little hope of stopping your car.

First, excessive heat can temporarily weaken the drum and cause it to distort from the pressure of the shoes inside it. This may allow excessive movement of the shoes and cause the pedal to go all the way to the floor. Second, heat may cause the brake fluid to boil and become compressible; this would also allow the pedal to go to the floor. Finally and most commonly, heat glazes the lining, giving it an almost liquid coating that acts as a lubricant, preventing the buildup of friction necessary to stop the car. In a minor case, all the cure that's needed is time—15 to 30 minutes at the most—to allow the brake parts to cool. When they do, they will operate normally if they have not been damaged by excessive heat. The trick is to recognize the onset of brake fade and get the car stopped before it gets worse.

When the brakes don't take hold until the pedal almost touches the floor, this is known as **excessive pedal travel** and is a serious problem. If not corrected, it will lead to a total brake failure. A simple adjustment may cure the problem, but a complete system check is called for because there may be a leak or other critical hydraulic defect. If the pedal goes all the way to the floor, do not attempt to drive; have your car towed to a repair shop.

Spongy pedal is usually caused by air getting into the hydraulic

system when the fluid level is low. Correction may require only a simple "bleeding" job that usually costs a few dollars for an hour's labour. But there could also be a serious mechanical failure, so a thorough inspection should be made.

Wheel pull or failure of the car to stop in a straight line can result from a defective brake or simple maladjustment. It can also be caused by excessive wear somewhere in the steering system or an oil leak from an axle. But don't treat it as an annoyance; it will probably get worse—perhaps suddenly—and it could easily cause you to lose control of your car. Have it looked at right away.

Squeal sometimes comes from certain brands of extra-hard brake linings. It's annoying, but not necessarily a danger sign. On the other hand, the noise may result from a mechanical malfunction or worn lining. Excessive or sudden new brake squeal calls for a checkup.

Drag may be caused by many things, but the scraping sound is a sure sign that something is wrong. To neglect dragging brakes (partly engaged) will not only allow them to ruin themselves but will inevitably lead to a total failure.

Pulsation or chatter, a vibrating sensation you may feel at the pedal or notice at the wheel, comes from a loose support plate or from a broken or out-of-round drum. It is usually a minor problem to correct but one that demands immediate attention.

Keep this in mind about brakes: when defective they never get better of their own accord; they only get worse. And when a defect shows up, total failure may be only seconds away. Bad brakes are not something to take chances with; you're almost bound to lose the gamble. And the stakes are high—measured in terms of human lives.

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Traffic Safety Roundup



NORTH TORONTO—Carl Laybourn, administrator public safety promotion, talks with Mrs. Dickson of the North Toronto Over 60 Fellowship after a presentation of the Department of Transport and Communications Lost Art of Walking program.

Looking on are Mrs. S. A. Duncan (left) and Mr. F. Moll (right).

The presentation is made up of a slide presentation outlining traffic safety to senior citizens followed by a question period. Members of the Safety Office are available to present the program to any interested group.

North Toronto Over 60 Fellowship is sponsored by the Salvation Army and according to Lt.-Col. Mrs. Ernest Falle there are about 275 members. Approximately 150 turned out to see the department's program.

* * *

GRIMSBY—Grimsby has banned the use of bicycles on city sidewalks.

The bylaw was passed in November but police in Grimsby say they will use discretion and only charge offenders in the downtown area where it is felt cyclists present a hazard to pedestrians.

According to the report carried in the Grimsby Independent this is the only area the police are really concerned about.

Invisible speed limit shadows legal limit

There are two speed limits drivers should obey. One is the legal limit, shown on signs. The other is the "invisible speed limit."

The invisible limit is the sensible speed suggested by conditions. It is set primarily by con-

ditions of weather, traffic, road. Two other important factors that may lower the invisible speed limits are: condition of the car and condition of the driver. Sometimes the invisible limit is much lower than the posted limit.

ontario traffic safety

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Hon. Charles MacNaughton, Minister.

A. T. C. McNab, Deputy Minister.

W. B. G. Reynolds, Director of Safety.

Nick Douloff, editor.



ontario traffic safety

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Increased seat belt usage reported by DTC researchers

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Increased seat belt usage has been reported among parents of children in grades two and three by researchers at the Department of Transportation and Communications as a result of a pilot project carried out in these grades in some Toronto schools in the fall of 1971.

More than 5,000 children were exposed to the demonstration in North York and Scarborough. Children in Kindergarten, and grades one, four, five and six in the test schools were not exposed to the program and acted as the control groups.

Recent surveys conducted in the Jane-Finch Mall, North York, indicated that 11 per cent of the parents with children in grades two and three wore seat belts whereas only 7.5 per cent of parents of children in the control group wore belts. The mall is within one and a half miles of all the test schools in North York.

The Scarborough survey indicated 20 per cent of parents of children exposed to the program were wearing their seat belts when interviewed and only seven per cent of parents of the control group were observed to be wearing their belts. The survey was carried out at parent-teacher meetings.

All the surveys were conducted two to three weeks after the school demonstrations. The two hour school program given by members of the Human Social Factors and Environmental Research Section was designed to stimulate and involve the children in activities related to seat belt use. Large scale posters were put in the classrooms where the children watched a film demonstrating the positive aspects of seat belt usage, performed seat belt plays, practiced buckling up a seat belt and drew pictures of their impressions of the program. Seat-belted teachers rode a crash simulator to climax the program.

Researchers hoped children, armed with proper information, would encourage their parents to use seat belts when driving.

They think they got these results because the message was geared to a specific

group, children in grades two and three, and there was time to present the message properly. Up to this point seat belt safety information had been given out to the general public, sporadically, not aimed at any particular group.

DTC researchers designed and executed the experiment and were pleased with the outcome saying the evaluation to determine seat belt use was rigorous and very well controlled indicating that the program worked.

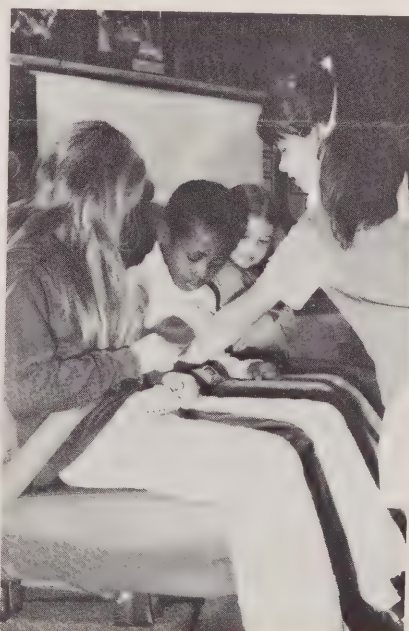
They are, moreover, optimistic for eventual success in changing people's atti-

tudes and behaviour in matters relating to traffic safety.

It was also pointed out that the figures are based on short distance drivers. Current research data indicates some people will use seat belts on long trips but tend not to use them on short distance trips. Therefore, DTC personnel think the results are significant.

A qualified teacher on the DTC's research staff made the actual presentations in the schools. Researchers had the support of the Ontario Department of Education and the local school boards.

Below, from left to right, Tami Browner, Kenny Greer and Elissa Miller try on seat belts while Vesna Kranjac checks to see if they are done up properly. To the right, teacher Penny Shore, wearing a seat belt, rides the crash simulator. Demonstration took place at Steelsview Public School in Willowdale outside the test area for the benefit of the press.



Low-frequency sound and vibration may be traffic hazard

Low-frequency sounds and vibrations, below the range of human hearing, may be a serious and almost entirely unappreciated hazard on the roads.

Many cars and trucks travelling at sustained high speeds, produce such intense levels of low-frequency noise or "infrasound" inside themselves that drivers can experience symptoms very similar to those produced by heavy drinking.

The symptoms, which are rarely if ever mentioned in discussions on the cause of accidents, include recklessness, euphoria, lower efficiency and vigilance, and disturbances to the balance mechanisms in the ears.

Recent tests have shown that

at noise levels found in many family cars, a driver's reactions are slowed by as much as 20 to 30 per cent.

There also is evidence that noise-induced recklessness and euphoria may account for some of the cases in which a driver wanders across the central strip of a high-speed road with no apparent regard for the danger from the traffic rushing at him head-on.

These disturbing findings were among many reported during a conference held by the British Acoustical Society at the University of Salford. It was the first scientific meeting ever held on the psychological and physiological effects of infrasounds and

low-frequency vibrations.

Infrasound is defined as a noise with a frequency below about 32 cycles per second (or three octaves below middle C). Acoustic scientists have started worrying lately because circumstances which could produce it are increasing rapidly — especially faster cars, trains and planes, and oil-fired boilers.

Cars are a particular menace, the meeting was told. According to a recent survey by Dr. W. Tempest, of Salford University, in a wide range of passenger cars travelling at super highway speeds the sound energy is largely concentrated as intense infrasounds — most of which can be felt rather than heard.

He found that with the windows shut most cars have infrasound levels around or greater than 100 decibels — far higher than the statutory noise limit on private cars in Great Britain of 84 decibels (which ignores low frequency sounds). But when the windows were opened, even by a few inches, the levels shot up to 110 to 120 decibels.

These levels are not far short of those known to cause adverse effects on the ear's balance mechanisms, producing dizziness and swaying movements of the body. And, as several scientists reported, there are clear signs that they have a marked effect on driving performance and therefore on safety.

Children hitching rides on school bus bumpers worry police

Police in North Bay are worried about children hitching a ride by hanging on to rear bumpers of moving vehicles. They have issued a warning to parents and children in that community.

According to a report in the Thunder Bay Times there has been an increasing number of reports of school children sliding after school buses in this way and parents and others are warned to take measures to prevent this.

Major danger is being dragged if the child's bulky winter clothing gets caught in the bumper or being run over if the bus should be backed up by the driver.

New traffic collision report used to identify traffic hazards

According to a report from the Ontario Traffic Conference, Ontario's new traffic collision report form has begun to make its impact on various government agencies.

Designed to enable completion in hand-writing by the investigating officer at the collision scene,

the front pink copy is being retained by police departments for local enforcement applications. The second white copy is submitted to the Ontario Registrar of Motor Vehicles in accordance with the Highway Traffic Act.

Local traffic engineering authorities get the third blue copy

and are apparently finding it an invaluable source of statistical information for identifying traffic hazards and for developing traffic improvements.

Use of the report began last summer and replaced a previous report form which had been in use since 1956.

Researcher studies effects of carbon monoxide on drivers



Researchers at the School of Hygiene, University of Toronto are studying the effects of Carbon Monoxide (CO) on human performance.

Jeff Wright, a Ph.D. candidate at the university says his study is oriented to the driving situation since that is when the general population in big cities is exposed to the highest concentration of CO.

Carbon Monoxide is a natural by-product of breathing. In non-smokers the CO content of the blood may be from 1 to 2 per cent. In smokers it soars to 10 to 10 per cent. Wright wants to determine a safe operational level for drivers exposed to automobile exhaust fumes.

In order to collect some preliminary data, Wright went to the Western Fair, held last fall in London and asked spectators at the Department of Transportation and Communications' traffic safety display to use his equipment. Left, he watches a volunteer exhale into a sample bag. The sample of air was later examined to determine the CO content.

Further tests may be scheduled around the Toronto area, says Wright.

Coming Events

February 17-19—A traffic and transportation seminar sponsored by Ontario Traffic Conference for elected representatives. To be held at the King Edward Hotel, Toronto.

March 27-April 14—Traffic training course for police officers and engineers at the Ontario Police College. Sponsored by the Ontario Traffic Conference.

March 28—The 30th Annual Convention of the Transportation Safety Association of Ontario will be held at the Royal York Hotel, Toronto.

Could you pull your car out of a 60 mph skid?

When was the last time you heard someone admit he was a bad driver? When, for that matter, was the last time you thought about your own ability? Well, think now. Could you pull your car out of a skid at 60 mph?

Fortunately, there is a remedy. You can upgrade your driving ability by enrolling in the BP Skid Control School, Bronte. The course is one and a half days long and costs \$30.

What can you expect for your time and money? The first day of the course students drive through downtown Toronto practicing the Harold Smith System of Defensive Driving. There are five points in this system: aim high in steering; get the big picture; keep your eyes moving; leave yourself an "out"; and make sure they see you. In other words when driving you should constantly focus your eyes well down the road and observe all the action in both sides of the street as well as in your rear-view mirror.

Before you're willing to admit you're aware of driving a vehicle. The tires of a parked car pointed out into the main flow of traffic tell you that perhaps the driver of that vehicle intends to pull out into traffic—into you? You learn to drive accordingly.

You learn to watch the movements of passengers in parked vehicles and pedestrians. Look for the direction of travel of a pedestrian's legs between parked cars. Toes pointed out into the street may mean he intends to step out. If he's not looking at you honk the horn gently. Make him look at you. It's the cheapest form of insurance says the instructor hammering the point home. Obviously, if you can stay out of the way of other motorists and pedestrians the possibilities of collision are measurably reduced.

The second day of the course you are introduced to Henk de Vries, instructor, manager and founder of the skid course in Canada. After a short discussion over coffee of the basic mechanics of slides, he takes you out onto the skid pad. The pad is the width of a two lane highway with paved shoulders and approximately 300 feet long. It's covered with oil and water to get a good skidding surface. To loosen you up and dispel any fears you might have, de Vries takes the car through several spins—a 90, 180 and finally a 360-degree spin. From the side of the skid pad, the car seems to move slowly, almost lazily, through the skids.

Nothing could be further from the truth. In order to re-create a 60 mph skid, de Vries accelerates the car until it reaches 30 mph and locks the back wheels with a special handbrake. At that point even though you are wearing a seat belt your body is wrenched from side to side as the skidding car travels down the pad.

After the initial introduction to the pad it's your turn. First exercise of the morning is a

simple lane change at 30 mph from right to left while de Vries locks the back wheels. The object of the exercise is to pull yourself out of what amounts to a 60 mph skid and maintain your position in the left lane. On the first try you invariably spin out losing control of the car. "It may take from eight to 12 runs before the average driver learns to control the car," says de Vries. So back you go to the acceleration lane. When you master this maneuver you take a break and discuss your approach to the first exercise.

This first exercise teaches you how much you have to learn about controlling a skidding car. For instance, many people will instinctively do something with their feet—either engage the brake or the fuel pedal. The cardinal rule here is to keep your feet away from the floor board controls and steer your way out of a skid.

To emphasize his point, de Vries has every student approach the pad at 30 mph and slam on the brakes. "Now steer," he says and you try—all the way to the right and all the way to the left. Nothing you can do will alter

the path of your vehicle. The lesson sinks in.

After each exercise you have a discussion period. The principle of front wheel drive, differentials, radial tires, and many more subjects having a bearing on vehicle skids are covered in a digestible non-technical manner.

In the afternoon, de Vries teaches you a more efficient way to bring a car to a halt on slippery surfaces. Panic braking is out. Instead you practice cadence braking, a method by which you bring the full weight of the car down on the front wheels and thus increase the braking power of your car. The driver hits the brake hard bringing the hood down and immediately releases the brake so that the hood comes back up. Then the driver hits the brake again and repeats the cycle until the car stops. Another method called 12½% braking is also discussed and practiced but requires a great deal of skill to execute. You must apply the brakes gently and continuously without locking them or the car will go into a skid. When either method is done properly the shortened stopping distance is amazing.

Following the braking demonstration is more skid control and by the end of the day you should have gained some expertise in handling a skidding car and some indication of your capabilities. You will also be encouraged to take your own car out on the pad to get a "feel" for it.

The course as de Vries points out is a basic one and not designed to cover every conceivable situation. As a matter of fact, de Vries candidly admits he is constantly learning something new about skid control and admits he practices daily to maintain his skill.



The skid pad. Henk de Vries sets up pylons to demarcate the shoulders. Since BP's Skid Control School was set up in 1967, over 2,000 students from all over North America have taken the course.



It takes the average driver eight to 12 runs before he learns to control a skidding car. Left, a student skids out and finally (right) executes perfect skid control. Note the position of the front wheels as he steers into the skid to regain control of his vehicle.

U.S. Study

Old seat belts may have to be replaced

Safety belts that are no more than three years old may be substantially weakened by normal exposure to sunlight, dirt and wear, according to the U.S. National Bureau of Standards.

In a series of tests run on 72 safety belts taken from government owned vehicles, NBS researchers "found 68 per cent of the well-used three-10 year old

seat belts they tested to be unsafe, based on present federal standards for seat belts," according to a report summarizing the bureau's findings.

Most of the belts tested were manufactured prior to U.S. federal performance standards governing safety belts. However, the problem of weakening caused by abrasion exists with belts made as late as 1969, one of the researchers said. After 1969 most belt manufacturers voluntarily upgraded webbing strength to the point that abrasion is not as severe a problem as it was previously, he said.

As a result of the tests, the researchers "recommend routine testing of seat belt webbing by an easily used abrasion gauge at safety inspection lanes, and replacement of weak belts and all seat belts manufactured before 1964.

Breakage of the webbing was the number one cause of failure. The breaks occurred frequently at points of abrasion—where belts had been worn at the anchor end and at the buckle end due to repeated length adjustments. Wear at these points can reduce the webbing strength of an older belt to a fraction of its initial value in just a few months," the researchers said.

"Continued abrasion of the seat belt webbing causes it to become thicker due to the appearance of 'fur'—the protruding ends of broken fibres." The increased thickness was found to have a direct correlation to decreased belt strength. According to one of the researchers, belt thickness can be determined by a simple micrometer-type device developed by NBS for the test. "Further development of this simple device should result in a gauge that is ideal for use in auto safety inspection lanes," the report says.

The research project was conducted by the National Bureau of Standard's Office of Vehicle Systems Research and released in September 1971.

B.C. safety council wants strict control of bicycles

Bicycle riders should be required to obtain operators' licences, says the British Columbia Safety Council.

The recommendation was one of several made by the council in a recent brief to B.C. Attorney-General Leslie Peterson, suggesting a tougher set of laws covering bicycles and their operators.

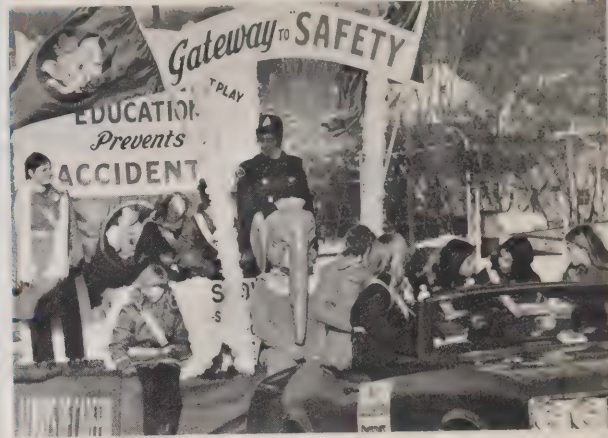
The report was produced by the council's home and school committee after it made a survey of B.C. bicycle accidents.

The council also recommended that:

- Cyclists riding without lights at night be subject to fines of up to \$25.
- All bikes sold in the province after Jan. 1, 1973, be equipped with built-in headlamps, approved reflectors, and reflective material on fenders.
- All bicycles be subject to an annual inspection of mechanical condition.
- Municipalities be requested to develop ways of separating bicycles from automobile traffic—probably, bicycle paths.
- Three-wheeled bicycles be considered bicycles when operated by an adult.

The council's study had found that about half the bicycle accidents studied involved some violation of traffic laws, and about one-quarter of them involved mechanical failure.

Safety stressed in Santa Claus parades



Safety floats were a part of Santa Claus Parades in many Ontario communities. This one in Brockville took a second place award.

The Safety Council's entry stressed child safety and was built by members of the Brockville School Safety Patrols under the direction of Traffic Safety Officer Constable Dean Humble of the Brockville Police Department.

Average snowmobiler described by DTI

A snowmobiler will use his machine, on an average, 42 days each winter and will be out on the snow trails 3.7 hours each of those days. In that time period he will expose himself to a collision rate three times higher than for a car driver and he will be subject to a death rate four times higher than that experienced with motor cars. These facts were revealed in a report issued recently by the Ontario Department of Tourism and Information.

Researchers say the average snowmobile owner in Ontario is 38 years of age, married with two children, of average education and takes his family with

him on his weekend snowmobile jaunts. His average income is most \$11,000 a year and spends over \$1,200 a year to buy and maintain his machine and to clothe and accommodate his family appropriately for the pastime.

Over 340,000 Ontarians have spent \$120 million dollars on the sport since its widespread introduction five years ago.

The report urged provision more organized areas for snowmobiling close to major urban centres, use of trails to minimize collisions and ecological damage, improved safety features and driver education.

U.S. firm to test headlights in P.E.I.

A San Antonio concern is said to be working on an anti-glare device for car headlights. Tests thus far, using polaroid elements in sunglasses, and fixed to both headlights and the sun visor inside the car have been successful. The next step is actual road tests involving a survey of anything up to 40,000 cars. While preliminary testing is being done in Texas it is reported that the U.S. firm concerned may carry out the more extensive road tests in Prince Edward Island.



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Hon. Charles MacNaughton, Minister.
A. T. C. McNab, Deputy Minister.

W. B. G. Reynolds, Director of Safety.
Nick Douloff, editor.

ontario traffic safety

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Government

Public Information

Probationary drivers' licences and seat belt law discussed at London Road Safety Workshop

Probationary drivers' licences and mandatory seat belt use were discussed by over 780 delegates at the Department of Transportation and Communications' Road Safety Workshops held in London, Ontario, at the end of January.

The former Minister of Transportation and Communications, Charles MacNaughton said the department is considering the easibility of a probationary licence for all drivers for the first twelve months after they have passed the driving test. According to this licencing scheme a novice driver would receive a permanent driving licence only if his record showed he earned the right.

In reply to the delegates' demand to make seat belt use mandatory through legislation, Mr. MacNaughton said that while the department was also

studying this measure, there are serious problems to be considered, not least, the question of enforcement.

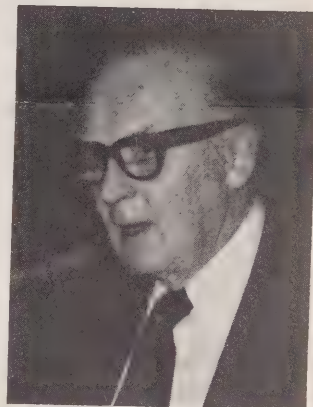
The proposals were supported, particularly by youth delegates from the Canada Council of Young Drivers. CCYD held their conference, sponsored by the Insurance Bureau of Canada, in conjunction with the Road Safety Workshops. Over 70 CCYD delegates attended the workshops as observers and, in some cases, panel members.

There were seven workshops in all during the three day meeting. At each workshop a panel consisting of experts gave their views on the topic under discussion. When the panelists finished their presentations, questions were invited from the floor. In addition to the seven workshops, a panel discussion and a dance were held on Friday night specifically for young people.

Outlining the procedure for keeping track of over three and a half million licenced drivers in Ontario, Department of Transportation and Communications officials underlined the magnitude of the road safety problem facing users of the road in this province.

In addition to processing 300,000 new drivers annually, the department's driver examination branch processed 800,000 certificates of conviction last year; 45,000 suspension notices; failed 80,000 of 300,000 people who took driver's tests; warned 80,000 people who had compiled 6 demerit points; interviewed 30,000 people who had 9 demerit points; and suspended 5,000 people who continued to the maximum 15 demerit points, after being warned and interviewed.

In response to tough question-



A. T. C. McNab, Deputy Minister, DTC, chaired the first workshop.

ing from delegates DTC officials explained that:

(turn over)

Gordon Carton is new Minister of Transportation and Communications

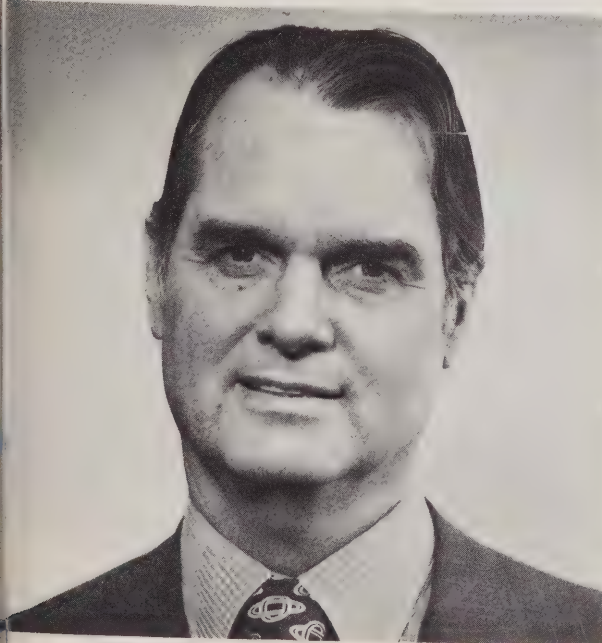
The Hon. Gordon Carton, Q.C., Ontario's Minister of Labour since March 1970 and a Member of the Legislative Assembly for Armourdale since 1963, has been appointed Minister of Transportation and Communications. The appointment took effect in February.

Mr. Carton replaced the Hon. Charles MacNaughton who has been appointed Chairman of the Management Board of Cabinet.

Prior to Mr. Carton's first cabinet appointment, he served on several committees of the Legislature and was chairman of the Private Bills Committee and the Select Committee on Corporation Law.

During World War II, he served with the Royal Canadian Air Force and with the Royal Air Force 178 Squadron.

Mr. Carton graduated with a Bachelor of Arts from the University of Toronto in 1946 and later studied Law at Osgoode Hall. He was called to the Bar in 1949.



• A system of driver's licences featuring photos of the owner is under study but the problems of cost, keeping the information and photos up-to-date, and the inconvenience of the system to the public are questions that are being evaluated carefully.



Hugh Gilchrist, Director of Claims, DTC.

• Deaths in Ontario in motor vehicle accidents numbered 1,535 in 1970; injuries totalled 75,126; and property damage amounted to \$106,229,000.

• A system of periodic motor vehicle inspections is being studied but department officials maintain Ontario's system of spot checks on suspected vehicles is

more specific and in depth and hence is more valuable in terms of safety. Ontario's system has removed the \$100 clunker from the road for the most part because the owner has been encouraged to repair it or take it to the wrecker.

• Statistics show that 16-17 year-old drivers are not "problem" drivers, but that as they gain driving experience are inclined to become so.

• Beginner drivers—regardless of age—have a greater chance of



William J. McIntyre, Director, Driver Branch, DTC.

being involved in collisions than any others.

• The time may come in Ontario when renewal of a driver's

licence may require retesting and a vision test.

• Since the modification of the school bus stopping law, eight years ago, the safety of school bus travel has been increased.

• Seat belts in school buses are ineffective generally and the safest way of protecting school bus passengers is to install seats with high backs and padding on the section facing the children. The whole question of school passenger safety is under study.

• Many safety seats currently on the market are unsafe for the young children they are supposed to protect.

Below left, Ed Brezina, Head of Human, Social Factors Research, DTC, and Robert H. Humphries, Registrar of Motor Vehicles, DTC, answer questions from the floor.

• Introduction of symbol traffic signs has been agreed upon across Canada and is in effect in many areas, but the problem of educating the public to recognize them is a very serious one.



Above, Herbert J. Aiken, Director, Vehicle Branch, DTC.



British holiday traffic is ridiculous says UK safety man

Although drivers crawling along in heavy traffic on long bank holiday weekends in Britain might not realize it, their chances of being seriously injured in a car accident during those periods is lower than usual.

Director General W. G. Alexander, of Britain's Royal Society for the Prevention of Accidents, in his luncheon address told delegates that the density of traffic on holiday occasions reduces the likelihood of serious accidents.

The holiday weekend traffic is "ridiculous", he said, in a country where density of traffic ordinarily is 60 vehicles to the mile, compared to 30 in the United States and 16 in Canada.

Although this density results in more accidents per million miles driven in Britain than it does in Canada, statistics prove that the ratio of Canadians injured or killed is higher.

Complimenting the Ontario Department of Transportation and Communications for its work done in the field of traffic safety and the preparation of vital safety statistics Alexander said

although similar work is carried out in Britain it is not done on a scale to compare with Ontario's.

One important statistic, he said, concerns the first four years of enforcement of the British breathalyzer legislation, which showed that although the number of drivers and automobiles and the number of miles driven had steadily increased up to 1970, the deaths and injuries from auto accidents were "slightly, but significantly down."

Alexander said that a movement is afoot in Britain now to lower the permissible amount of alcohol in the bloodstream from 80 mg. to 50 mg. of alcohol in 100 millilitres of blood.

"It's also been suggested the police check places where offences would be most likely to occur," he said.

Public awareness and public education, from pre-schooler up, are vitally important parts of any scheme to reduce accidents and injuries in autos, Alexander said, and his society has undertaken numerous projects to achieve this end.



W. G. Alexander, Director General, Royal Society for the Prevention of Accidents, London, England, addressed delegates at the luncheon on the first day of the conference.

Stop soft-peddalling impaired driving law says Crown Attorney

The impaired driver—responsible for 50% of fatalities on Canadian roads—again came under fire during a discussion entitled "Can Effective Traffic Law Enforcement Help Prevent Motor Vehicle Collisions?" at the recent London Road Safety Workshops.

Middlesex County Crown Attorney Michael Martin, Q.C. contended that a driver convicted of impaired driving should have his licence suspended until he proves he has rehabilitated himself. "In London, alone, last year, there were 450 impaired driving offenses. Judges say they are lenient when sentencing because the laws are not properly drawn and the police say we can't be everywhere at once.

"But let's not soft-pedal these laws because they're not perfect. Until we enforce these laws we can't improve them if that's what they need," said Martin.

However, Sarnia lawyer, Hugh Garrett, Q.C., countered that a man who needed to drive to keep his job should not lose his licence. To convict a truck driver for being slightly over .08 percent on the breath test and to suspend his

licence for six months is barbaric." Garrett suggested a one-year restricted-use licence as an alternative.

"To be effective a law must be fair and those sections of the Highway Traffic Act calling for automatic suspension are not," he concluded.

Martin objected saying, "The offending driver wants to retain his licence. It's valuable to him. So the only deterrent that will have meaning is suspension and

rehabilitation. There will be more and more cars in the future and more and more collisions. Let's prevent them with enforcement and penalties."

"We are always looking for scape-goats for our own inadequacies," said Windsor Police Chief Preston. "We blame the police, the government, the traffic engineers, the mass media, the courts or the schools for the predicament we're in. But more than 90% of collisions can be attributed to drivers of vehicles." Preston criticized "the bleeding hearts" who challenge the breathalyzer law on civil rights grounds. "The public and press become quickly alarmed over increases in street crimes but do not appear concerned over deaths and injuries from traffic collisions." He concluded by demanding stricter enforcement of the law.

Goderich lawyer James Donnelly, Q.C., also urged tougher legislation for traffic offences saying, "With the passage of the breathalyzer law, we entered a new era. We recognized this law to be an infringement of individual liberty but it's still on the

books because of a new social consciousness in this country. We are no longer willing to play Russian roulette on the road and are prepared to accept new controls."

"Mounting collisions reflect poor driving habits," said Deputy Chief Constable John R. Murray, Metropolitan Toronto Police Department. "Only enforcement of the law can change this and we have ample proof of this. For example, impairment, speeding, running stop signs, following too closely, failing to signal, to name a few, are constantly given as causes or contributing factors to collisions. Put a police officer in an area where there is a high incidence of collisions or traffic infractions and the driving public will notice him and change their driving behaviour. Unfortunately, we can't put an officer on every corner of the city."

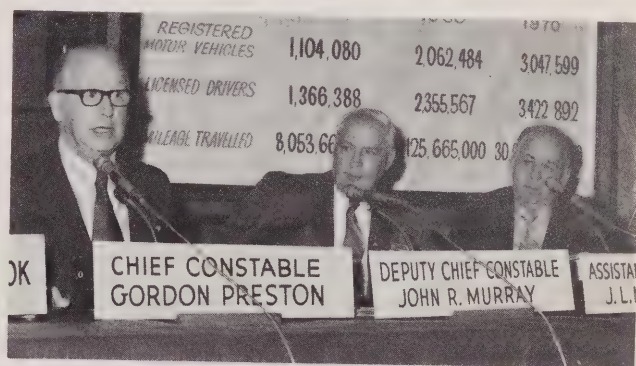
"A review board should be set up to re-examine the record and test the driving skills of drivers every five years," suggested Sarnia Chief Constable R. F. Cook. "The review should also include a medical examination."



Provincial Judge E. H. A. Carson, London, chaired Workshop 2.



"The law isn't fair," says Hugh D. Garrett, Q.C. of Sarnia. To the right is fellow panelist H. W. Hockin, Q.C., of London.



Chief Constable Preston, Windsor, slammed "the bleeding hearts" who oppose the breathalyzer law while Deputy Chief Murray, Metro Toronto Police and Assistant Commissioner J. L. M. Needham, OPP, Toronto, look on.

To the far left, James M. Donnelly, Q.C., Goderich says Canadians are tired of playing Russian roulette on the highway. Next to him Michael E. Martin, Q.C., Crown Attorney calls for stricter enforcement of law. To the right, Chief Constable Cook of the Sarnia Police Department advocated a review board to re-examine drivers every five years.





Mayor J. H. Delbridge, Exeter, asks a question on stop signs.



J. B. Humphrey (right), Secretary, Insurance Bureau of Canada, Toronto, talks with (left to right) R. G. Loftus, General Manager, Industrial Accident Prevention Association, Toronto; E. J. Barbeau, Executive Vice-President, General Motors of Canada Ltd., Oshawa and Vice-President Canada Safety Council and Lieut.-Col. J. D. Sharpe, Divisional Commander, Western Ontario Division, Salvation Army, London.



R. H. Humphries (left), Registrar of Motor Vehicles presents Mayor Fred Gosnell with Canada Safety Council award for a fatality-free Safe Driving Week in London.



Gord Allen, President, Local 107, Canadian Union of Public Employees, London, complains about exploitation of youth in car ads.

Car makers ignore child restraints says safety delegate

Auto manufacturers were criticized by several delegates for not placing more emphasis on safety in their advertising campaigns when panelists and delegates met to discuss "Engineering Highway Safety Through Vehicle and Tire Design Traffic Control and Road Construction" at the recent London Road Safety Workshops.

One delegate, Mrs. Joy Moon of the Consumers Association of Canada, asked why General



Jack Morgan, London, says driver frustration must be eliminated.

Motors and Ford did not advertise child restraint seats despite comparing sales. Ross Scott, Staff Project Engineer for General Motors of Canada Limited agreed safety seats do require more emphasis saying, "We have been too busy with other safety matters perhaps we have not given them the attention they deserve."

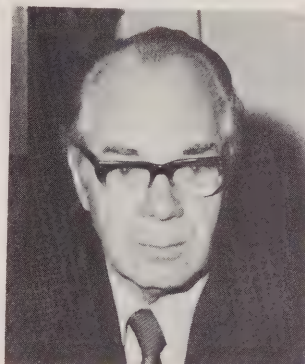
Both Scott and Gordon MacKie, Safety Engineer with Ford Canada agreed that lap and shoulder belts worn properly are the best safety devices on the

market. "We're convinced," said Scott, "but the public is not."

Scott quoted a GM survey to point out that "71% of drivers and front seat passengers in the



Above, A. Hamilton, Barrie, says he wouldn't mix radial tires with others. Below, H. K. Cunliffe, Whitby, says tire industry regards the production of tires as a public trust.

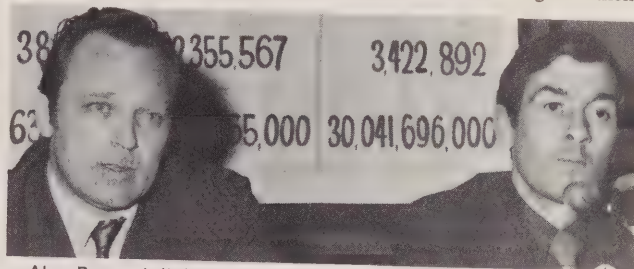


U.S. do not wear safety belts of any description; 24% wear lap belts; and only 2.6% wear the lap and shoulder combination, the best system to our way of thinking."

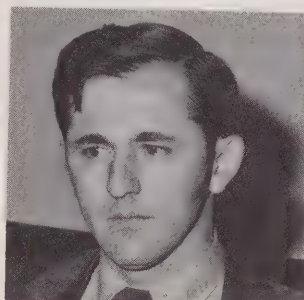
MacKie outlining the future of crash restraint systems said, "We are already installing belts hooked up to the ignition system. That is, if the belt is not done up, the car won't start. But drivers have circumvented this by pulling the belt out all the way and in-

serting a pin in the belt to break the circuit! In the future," said MacKie, "auto manufacturers may install an electrical system in the seat belt and ignition and connect the whole system to a logic circuit. The driver will have to get into his car, sit on the seat, do up the belt system and turn the ignition before the car starts. Try to skip any one of the above procedures in that sequence and the car won't start," he said.

By 1975 the U.S. government



Alan Bensted (left) and Andrew McConnell of London both agree controlled access roads are safest.



A. Cormier, DTC, says department is actively hunting out trouble spots.

has ordered auto makers to install completely passive restraint systems, MacKie said. "This system will require no action on the part of car occupants such as doing up a seat belt. But we have reservations about this system. It is still essentially in the experimental stage and very costly. Moreover this system as represented by the air bag is useless under 10 mph and in side crashes. Our studies show that there have been no fatalities in North America up to 60 mph collisions where people have been properly

(see over)

Plans to combat traffic deaths inadequate charges US speaker



Howard Pyle (centre) chats with A. H. Jeffery, Q.C. (left), President, London Life Insurance Company, London and W. B. G. Reynolds, Director, Safety Office, DTC, Toronto, before making his speech.

"Politicians in the United States are still not willing to accept the magnitude of the traffic death problem," charged Howard Pyle, President of the U.S. National Safety Council during his luncheon address at the London Road Safety Workshops.

The former governor of Arizona and presidential aide to President Eisenhower compared the cancer toll to the traffic toll to make his point. "The U.S. government has allocated \$1.6 billion to fight cancer over the next three years," said Pyle. "Keeping in mind the overall life expectancy in the U.S. is 70.5 years, the average age of a cancer victim is 63.4.

"Now, the average age of a traffic collision victim is 36.9 and on a comparative analysis, this means \$1.3 billion should be allocated over the next three years to collision control, or \$435 million a year. But what are we likely to get? The budget for fiscal year 1973 is only \$76.7 million," said Pyle.

"This sum will be allocated," said Pyle, "in spite of the recommendations of a Presidential Task Force which indicate that the President should designate highway safety as a major national goal and apportion adequate resources to federal programs with the support of Congress."

belted in with shoulder and lap harnesses."

Mackie also described Ford's work on its Experimental Safety Vehicle and some implications for the future production-line car. He challenged the audience saying: "Will all these safety devices give the public a false sense of security and reduce the driver's awareness of his responsibility for collisions? Should we pass laws to enforce the use of safety belts? Can we improve driver training for the young as well as the old? And finally, is everyone as concerned about safety as the industry?"

H. Kenneth Cunliffe, Dunlop Canada Limited, Whitby, and

manufacturer which is now adequate. Tire failures which lead to fatalities are the responsibility of the consumer rather than the manufacturer. The consumer does not take adequate care of his equipment."

Hamilton in reply to a question from the floor said, "Under no circumstances would I mix radial tires and other tires. All tires interact with the steering characteristics of vehicles in a specific way. When you mix radial tires and others you have a dangerous situation."

A. Cormier, Department of Transportation and Communications, London, told listeners the department is taking an inventory



Perhaps we have not given child restraints the attention they deserve says Ross Scott of General Motors, Oshawa. Gordon Mackie of Ford Motor Company, Oakville, looks on.

Andrew Hamilton, Mansfield-Denman General Company Limited, Barrie, made a joint statement on behalf of the tire industry saying "Safety will not succeed as an individual effort. It will take a total social effort and we, in the tire industry, have always looked upon the production of tires as a public trust. Safety, to us, is the cornerstone of our industry." According to Cunliffe every new tire put on the market is strictly tested from the selection of materials to road worthiness. "Tires are tested until they fail," said Cunliffe, "to determine if they measure up to our previous experience and our expectations. After a tire is put into general circulation the industry actively seeks consumer opinion about its products," he added.

"An abused tire is literally a time bomb," continued Cunliffe. "We need more legislation to control consumer use of tires rather than more control of the

of vehicular traffic in Ontario in an effort to identify trouble spots. Data from Ontario's new collision report form is also being fed into department computers and will help reveal hazardous conditions.

"Driver frustration has begun to attract our attention," said Jack Morgan of the City Engineer's Department, London. "Its never listed as a cause of a collision in the traffic engineering field but we feel we should do everything in our power to minimize it."

Road engineers Alan Bensted, City Engineer's Department, London and Andrew McConnell, DTC, London agreed that controlled access highways are the safest but costs and land shortage limit the number of controlled access roads that can be built. Bensted added that consistency in the appearance of roads is important. Drivers shouldn't be expected to have to cope with surprises, he said.

Many safety programs out-of-date

"Many safety programs are 20 years out-of-date. They're useless. You couldn't sell them to me and I'm concerned about safety," said Richard Samborski, student, Bathurst Heights Secondary School, Toronto, as he took issue with other panel members discussing the role of young and old in safety organizations under the heading of "Community Partners in Survival."



Samborski makes his case.

Samborski's comment drew criticism from fellow panelist Mrs. Seeta Sinclair, National Council of Women. "Young people always criticize. Why don't you join safety organizations and work hard to effect the changes you want?"

Samborski, Cora von Hertzberg and Alex Packman, all students maintained that young people are not encouraged to participate in organizing safety programs and that in fact adults do not make safety work attractive to young people. Said Samborski, "Just ask us. We'll work and we'll get others to work too."

To back up Samborski's claim, Cora von Hertzberg, also a member of the Kingston Safety Council revealed that the Frontenac

County Board of Education has decided to incorporate a bicycle safety course as part of its regular physical education program. "This resulted entirely from the efforts of young people in the Kingston area," she added.

During the recent CCYD seat belt campaign in which youth volunteers gave away a dollar bill to drivers using their seat belts, Miss von Hertzberg reported that "We talked to 700 drivers and gave away \$100. Seven policemen were stopped and none were wearing their belts—one policeman was stopped twice." The campaign held in conjunction with Safe Driving Week was organized and coordinated across Canada by young people. "We found that at most 10% of the drivers wear seat belts, not 25% as reported by the Canada Safety Council," concluded Samborski.

Samborski outlined a project carried out last summer by six CCYD girls in Winnipeg. The girls conducted a roadside hazard survey using a grant from the Opportunities for Youth program. "It was very well received and in fact from all reports we have broken new ground in this field using a minimum of dollars."

George Cormier, manager of the OML—London Motor Club conceded that perhaps young people have the vigour adults lack. "Perhaps we have overlooked the potential of youth," he said. The discussion quickly turned to techniques when Alex Packman, a Queen's University student said, "I'm not interested in long term planning. I got into safety work because there was minimum of planning in CCYD seat-belt campaign and immediate results."

(see over)



Adults are frustrated by apathy of their contemporaries says Seeta Sinclair, National Council of Women, London.

Cormier countered, "But how would you approach young people in say grade eight and early high school? There are no safety programs for them."

"Hold a bicycle rally," suggested Miss von Hertzberg.

"The point is it will be imme-

tion program would be a better approach.

Samborski, however, insisted that safety was a way of life and not a one-time affair.

Packman in response to a question from Cormier said that cooperation between young people

ed to voice the opinion of many people in the audience. He said he doubted that youth had anything to offer.

"In my community a local motorcycle club has repudiated the sponsorship of the Burlington Safety Council after all we did for them."

"Any youth section will want to exercise power over its own affairs eventually," said Samborski in answer.

Several other members of the audience took a swing at youth but Cormier and Mrs. Sinclair cut them short. Said Cormier, "Safety is youth. The most successful safety effort in this country is the school safety patrol."

Mrs. Sinclair added, "It is only a minority that hot rod around the countryside. Parents are to blame for this as well. They will not set a good example. For instance no child under the age of nine should ride a bicycle. It's the



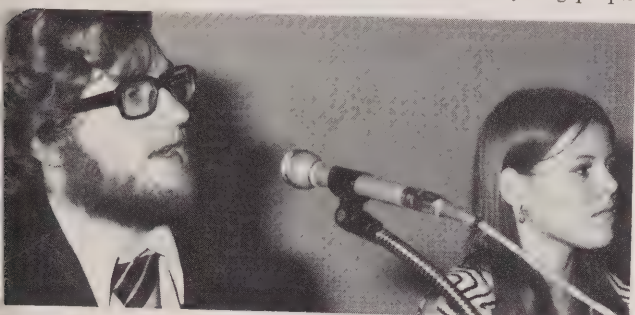
Panelist Hal Wright, Secretary-Manager, Farm Safety Council of Ontario, answers questions from the floor.

most dangerous toy a kid can have. But we've all seen kindergarten age children riding bicycles."

Packman commenting on the alleged lack of responsibility of youth said, "An aggressive driver probably learned by example from his father."

"I'd like to know what young people think of the point-system," said Cormier. "It's OK," said Samborski. "But perhaps beginning drivers—whether they're 16 or 60—should lose their licence after accumulating seven points rather than 15."

The panel wound up their discussion by agreeing cooperation between young people and adults is essential and that both groups have something to offer each other in realizing a total safety effort in any community.



Alex Packman, Queens' University student, says he is not interested in long term safety planning. To the right is Miss Cora von Hertzberg, member of the Kingston Safety Council and Queens' University student.

iate in its effect and requires a minimum of planning. There are two criteria for such a program: it must be interesting and it must be relevant to the people you want to reach," said Samborski. He went on to suggest that advertising money could be better spent elsewhere than on one-time saturation campaigns which, he said, are of doubtful value.

Peter Woolford, chairman of the panel and the Kingston Safety Council interjected saying that perhaps a combination of the immediate program and the satura-

tion and adults in safety councils did not depend on setting up a complex representation formula but rather on an individual basis. "If it takes one young person to galvanize a safety organization then that's all you need."

Mrs. Sinclair adding her own thoughts on the matter said that adults are frustrated by the apathy of their contemporaries and that young people certainly have a lot to offer local safety organizations.

Lloyd Dennis, Councillor, Town of Burlington, making an observation from the floor, seem-



Safety is youth says Cormier.

Easy or simple solutions to reducing road collisions not forthcoming

What can young people do to help prevent road collisions?

Panel members at the Friday night youth session decided that there is no easy answer to the prevention of collisions. As Richard Samborski, youth delegate and panel member put it, "No one can come up with a complete answer."

Bill McIntyre, DTC, said, "Perhaps all beginning drivers could be issued with probationary licences so we can weed out bad drivers." Indicating he thought this was part of the answer he asked the audience to vote yes or no for his suggestion. An overwhelming majority indicated they would like to see probationary licences issued to beginning drivers.

For the most part representatives from the Department of Transportation and Communications, Insurance Bureau of Canada, Chrysler Canada Limited and the Ontario Provincial

Police sitting on the panel answered a barrage of questions from the floor.

The Canada Council of Young Drivers and its provincial organization the Ontario Council of Young Drivers organized their 70 delegates to the conference and monopolized the microphones on the floor.

The questions, for the most part, concerned the point system, spot checks, studs, insurance rates, driver education, seat belt systems and horsepower ratings and kept the older panel members busy.

The Friday night session was organized by the London Pedestrian Traffic Safety Committee to give young people a chance to air their thoughts on traffic safety.

The discussion was followed by a dance. Dave Scott of CJOE, London was the master of ceremonies and music was provided by two London-based bands, The Bad Acts and Casper.



Panel at Friday night's Speak-in could not come up with a program to beat road collisions. Left to right they are: John Craig, student, Riverside Secondary School, London, W. J. McIntyre, Director, Driver Branch, DTC, Richard Samborski, student, Bathurst Heights Secondary School, Toronto, H. J. Aiken, Director, Vehicle Branch, DTC, Bruce Stanton, student, Frontenac Secondary School, Kingston, J. E. Elliot, Director of Engineering, Quality and Vehicle Safety, Chrysler Canada Limited, making his speech, Terry Roberts, Coordinator, Physical and Health Education, London Board of Education and Chairman of the Speak-in, Chief Superintendent, R. McKie, Traffic Division, OPP, Miss Lorna Tuff, student, University of Western Ontario, London, J. B. Humphrey, Secretary, Insurance Bureau of Canada, Toronto, and Miss Jean Wishart, student, Queens' University, Kingston.

Over enrollment hurts driver education

Over enrollment, excessive course fees, and the extra-curricular nature of driver education are hurting an otherwise excellent course, charged Bruce Heayn, vice-president of the Canada Council of Young Drivers during the panel discussion entitled "Modern Trends in Driver Education."

Heayn continued, "The objectives of the Canada Safety Council are the same as CCYD's with regard to this subject. We want to upgrade and standardize the dri-

The course has been taught in Ontario's secondary schools for over 10 years and according to Bill Findley, driver education teacher at Parkside Collegiate Institute, St. Thomas is just now coming out of its pioneer stage. "We need more qualified personnel and we must keep them under the supervision of school boards and principals."

"What is the relevance of a teaching certificate?" asked Heayn.

Chairman Don Kirk, Depart-



Workshop No. 5 panel left to right: Ed Blake, G. H. Buckrell, Master Instructor in Driver Education, Leamington District Secondary School, Leamington, R. B. Gilman, D. A. Kirk, W. Findley, G. Edler and B. Heayn.

ver education course on a national basis. We want to make it a regular course given in school time rather than an extra-curricular course which may conflict with other student activities. We would like to develop instructors' abilities and to encourage the instructor to use resource people. We would like to see the structure of the driver education course made flexible to include more discussion, more research, more in-car work, more in-depth projects and more consumer information."

ment of Education, Toronto said "All teachers have to be accredited to teach in a classroom."

"I agree with Mr. Kirk," said Gerhard Edler, president, Bell City Driving School, Brantford. "Commercial driving instructors are becoming more involved with high school driver education and we want to see some system of instructor evaluation begun."

Ed Blake, Public Safety Consultant, Department of Transportation and Communications, Toronto, introduced the depart-

ment's new driver education syllabus to delegates at the conference saying that "While the syllabus should go a long way to standardizing the course right across the province, there is no suggestion that the teacher should be restricted in his teaching methods. What we have here is

what must be taught as a minimum."

R. B. Gilman, Superintendent of Instruction, Norfolk County Board of Education, Simcoe, outlined his county's approach to driver education for students and adults and the problems of coordinating such a scheme.

Is current safety message outmoded?

The current look out for the car message in elementary school safety programs may clash with the growing attitude that the pedestrian takes precedent over the car, said Ray Topp, Teaching Master, London Teacher's College when he and fellow panelists discussed "The New Look in Traffic Safety Education in the Elementary Schools."

"It's a factor we will have to take into account when we re-

Consultant, London Board of Education seems to have mobilized not only its school system but also its local media in the safety effort.

"Both the separate and public school boards and all teachers have co-operated to produce a new standard safety course," he said. "The cartoonist on our local newspaper, the London Free Press has given over space for children's safety cartoons."



Larry Mellen, District Supervisor of Transportation, Supertest Petroleum Corporation Ltd., London, and Trustee, Middlesex County Separate School Board chaired Workshop No. 7. Here he introduces the panel to the delegates.

assess future programs," he said.

Describing current teaching methods, Topp said that elementary teachers are encouraged to present safety material in a logical sequence and encourage youngsters to come to the proper conclusions through discussion. "The lecture method is definitely inferior to this method because the student discovers for himself the correct way to behave given a specific situation." Audio-visual equipment is also used.

"In addition," said Topp, "teachers integrate safety messages into 'regular' subjects. An art class might be given over to creating a safety poster, maths can be used to chart collision statistics and in english class the teacher may have students clip and read newspaper accounts of accidents."

London according to Mrs. Agnes Moore, Primary Division

Both radio and TV stations actively promote safety, said Mr. Moore. CFPL-TV airs safety shows and posters and CKS radio is sponsoring a safety slogan contest. Five children from different schools are chosen each week to read their slogan over the air. This program will continue until we go through the elementary schools in London." Mrs. Moore also commented the London police force for their co-operation with teachers.

D. W. Aldred, Principal, Northdale Public School, London, R. Todd, Principal, Parview Public School, Komok Rick Fruin, Instructor, Ontario Police College, Aylmer, and S. D. J. Robson, Accident Prevention Branch, Ontario Provincial Police outlined elementary school safety from the administrative and police point of view.

1700 injured every day in Ontario

Approximately 1,700 occupational accidents are reported to the Ontario Workmen's Compensation Board every day, said



Brig.-Gen. Bruce Legge, Chairman of WCB during his luncheon address on the final day of the London Road Safety Workshops.

"The victims represent one of every eight members of Ontario's work force. Nearly half the industrial accidents involve transportation."

He suggested that if seat belts were used, the fatality and injury rate would be cut.

Legge placed the blame for auto collisions squarely with the driver, saying, "exhaustive investigation of highway accidents consistently indicate that drivers are at fault in the overwhelming majority of cases."

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Hon. Gordon Carton, Minister.

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W. B. G. Reynolds, Director of Safety.

Nick Douloff, editor.



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Published in the interest of greater traffic safety by the Ministry of Transportation and Communications Ontario

LEFT TURN LANE MARKINGS TO CHANGE

Ministry of Transportation and Communications officials have accepted a recommendation changing left turn lane approach markings to a single broken line and left turn pavement arrows. Currently the markings are solid diagonal lines known as hatch markings, with left turn arrows. The recommendation is contained in a report prepared by a sub-committee of the Metropolitan Toronto Technical Traffic Committee. Growing concern among drivers over the significance of the hatch markings in left turn approaches prompted the study.

"Unfortunately, the hatch markings are not effective," said Ministry officials. "Those markings were intended to deflect through traffic and protect left-turning vehicles in the storage lane but we found that drivers intending to turn left were also needlessly deflected by the hatch markings." MTC plans to change the old markings as they wear out with the new markings.

Studies, following the classic "before and after" pattern, were conducted in the Borough of Scarborough in Metropolitan Toronto in the fall of 1970 and the following spring after the new type of markings were installed. All survey locations were in the same vicinity, on four lane roads with centre turn lanes. The speed limits for these locations were from 35 to 40 mph and the entire turn lane was visible to approaching traffic.

At intersections with hatch markings designed to deflect through traffic for the full width of the storage lane were chosen for the "before" study since the sub-committee felt that would provide a more severe test of the new markings.

The same observer was used throughout the study to ensure, as far as possible, consistent judgment.

The observer was instructed to determine whether or not the left turner was visibly deflected by the markings. To make the surveys more reliable, the left turners were recorded under four travel paths. Paths 1 and 4 defined a driver going around or over the markings respectively. Paths 2 and 3 cover the "hatch area". Path 2 encroached somewhat on the markings. Path 3 may best be described as being gently curved with only a slight deflection. In general, Paths 1 and 2 were considered to fall into the "visibly

deflected" category. Most of these drivers had a characteristic sharp curve on their approach path as they entered the storage lane.

Three "after" surveys were carried out three, five and 14 weeks after the new markings had been installed in the spring of 1971. Each site was surveyed on the same day and time as in the "before" survey. The weather

was clear and dry during both surveys. Similar conditions, it was felt, would eliminate most of the uncontrolled variables.

"As we expected," said Ministry officials, "more left turning drivers chose to go over the new approach markings. Compared to the "before" survey, we found an average increase of 24% in our first "after" survey (three weeks after installation), the increase ranging from 9% to 42% at the seven sites.

Further average increases of 9% and 13% were observed after another two and 11 weeks respectively. In other words, over twice as many were driving straight into the storage lane; 31% "before" and 77% "after". Perhaps even more significantly, only 3 of 3200 drivers in the three "after" surveys entered the turn lane before proceeding through the intersection—contrary to many predictions. (2 of 1100 drivers followed the same path in the "before" survey.)

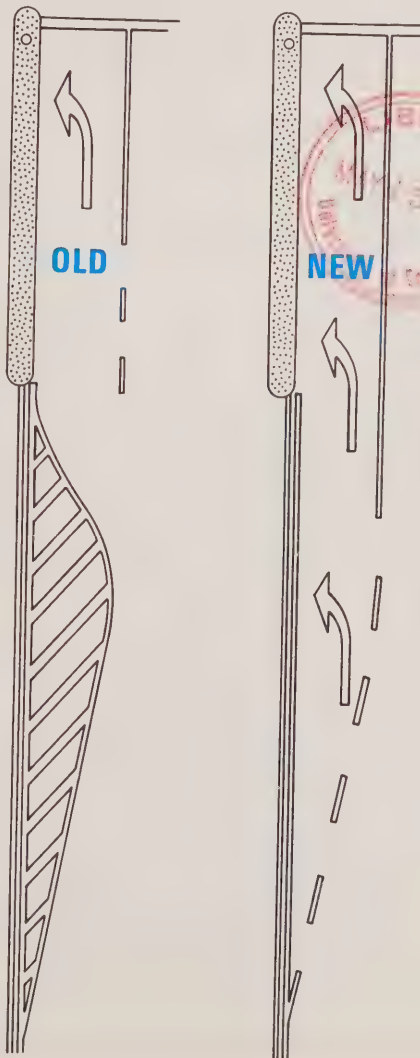
A more widespread use of the new design will, said the report, bring about a further increase in drivers going straight into the storage lane.

"Indications are that drivers react to pavement markings subconsciously," continued the report. "How can we otherwise explain a 46% increase in drivers going straight into the storage lane during the "after" study when only 24% of these drivers had noticed the new markings? Furthermore, during the "before" study several drivers argued that they had not been deflected by the hatch markings when, in fact, they had."

Members of the sub-committee feel that although only urban installations were tested the same design can be used in a rural setting.

The proposed design—a single broken line—is similar to a lane line, separating traffic going in the same direction but, continued the report, the intended manoeuvre is a lane change and should not confuse drivers. "The majority of drivers have a considerable respect for lane lines," decided the report. "To cross them is a deliberate act so we do not need a distinct marking requiring extensive education."

The report concluded saying, although left turn arrows were not specifically studied their use was recommended on the assumption that they would emphasize the function of the turn lane.



For Safe Cycling

1. Your bike must fit you.
2. Your bike must be in safe operating condition.
3. You must know and obey the rules of the road.

1. Size:

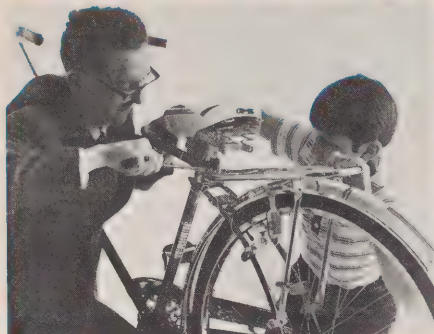
The size of your bicycle affects your ability to reach and use the steering, pedalling and braking controls.

You should be able to reach the ground comfortably with the ball of your foot when you are sitting upright.

**CHOOSE
THE SAFE SIZE**



2. Mechanical Condition: Many of the things that apply to a car apply to your bicycle.



- **LUBRICATION**—Front hub, head bearing, coaster brake and crank bearings need good multi-purpose grease. Chain and pedals need good light machine oil.
- **STEERING**—Keep handlebars straight, tight and right height. Keep handlebar nuts tight. Make sure grips are snug.
- **WHEELS**—Check for bent or missing spokes. Keep axle nuts tight.
- **TIRES**—Check for cuts and bruises. Keep pressure up. Don't drive with bald tires. You'll have poor traction, slow stopping when you put on brakes.
Pressure guide 1 1/4" tires, 50-65 pounds; 1 3/8" tires, 40-60 pounds
1 1/2" tires, 35-55 pounds; 1 3/4" tires, 30-50 pounds
- **BRAKES**—Keep them properly adjusted.
- **CHAIN**—Should be cleaned and oiled regularly. Check for weak links. Keep proper tension . . . about 3/4" up-and-down movement is correct.

YOUR BIKE MUST HAVE

BELL—The law requires that you have a bell, horn or gong and it must be in good working order.

LIGHTS—If you are driving after dark, or at any other time when, due to insufficient light or unfavourable atmospheric con-

ditions, persons and vehicles on the highway are not clearly discernible at a distance of 500 feet or less, you must have a white or amber light on the front of your bicycle, and a red reflector or light on the rear. You must also have red reflective material at least 10" long, 1" wide on the back fender and white reflective material at least 10" long, 1" wide, on the front forks.

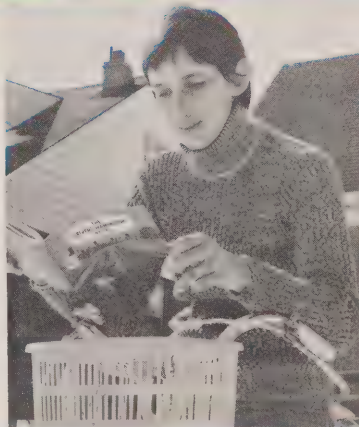
3. Rules of the Road

Your bicycle is a vehicle and you must know, and obey, the rules of the road.

Your best guide to the rules is the "Driver's Handbook" available from:



MINISTRY OF
TRANSPORTATION AND
COMMUNICATIONS
ONTARIO



Bicycles are prohibited

- on certain municipal roads where the speed limit is 50 miles an hour or more.
- on controlled-access highways (unless you live on property adjoining the controlled-access highway to which there is no other means of access by highway).

Obey traffic lights . . .



RED: Stop. Wait for the green light.
A right turn can be made on a red light, after a full stop.

FLASHING RED: Stop and proceed only when it is safe to do so.

RED LIGHT, GREEN ARROW: You may enter the intersection to move only in the direction shown by the arrow.

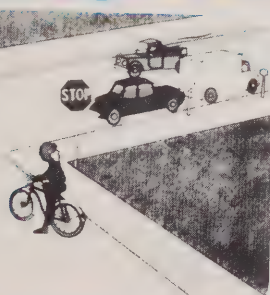
AMBER: The light is about to turn red. Stop. If you are in the intersection when the amber comes on, proceed through with caution.

FLASHING AMBER: Slow down and proceed with caution.

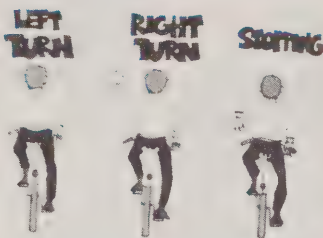
GREEN: You may proceed if the way is clear. If you are turning, watch out for pedestrians. They have the right of way when crossing with a green light.

FLASHING GREEN: Traffic facing the flashing green can turn left or right, or go straight through.

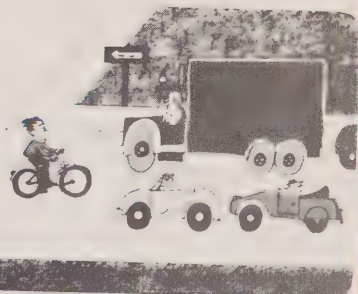
road signs and safety rules



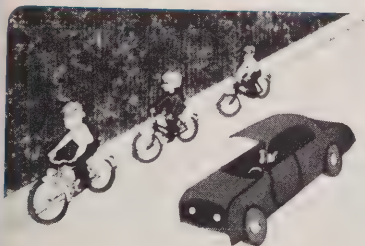
Obey traffic signs



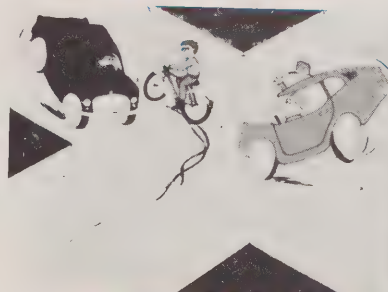
Signal turns and stops



Ride in the same direction as other traffic



Ride single file close to right curb



Left turns are hazardous



Walk your bike across busy intersections



Use a carrier, keep hands free



Don't carry passengers on a bike designed for one person



Watch out for opening doors

Parliamentary Assistant Appointed

William Newman, Member for Ontario South, has been appointed parliamentary assistant to Hon. Gordon Carton, Minister of Transportation and Communications.

As a parliamentary assistant, Mr. Newman will provide specialized assistance to the minister.

Mr. Newman, 42, was first elected to the Ontario Legislature in 1967. Since then he has served as a member of such standing committees as agriculture, education, labour, legal bills and municipal affairs, natural resources, public accounts, health and government commissions.

He was also a member of the Select Committee on the Report of the Ontario Committee on Taxation, deputy government Whip, and member of the Estimates Committee of the Natural and Physical Resources Com-



William Newman

mittee and of the Select Committee dealing with Economic and Cultural Nationalism to study foreign investment in Canada and its effect on Canadians.

MTC Minister addresses OSL safe driver banquet



The Hon. Gordon Carton, Q.C., newly appointed Minister of Transportation and Communications, was guest of honour at the Ontario Safety League's Safe Driver Award Banquet held in Toronto, recently.

There are some 15,000 drivers, from 300 firms, enrolled in OSL's Commercial Vehicle program. About 11,000 completed 1971 without mishap, to earn their medals. The program has now been running successfully for 40 years.

This year 133 drivers qualified for "milestone" awards for completing 25 and 20 years without accident. There were 32 25-year winners, and 101 20-year winners.

Above, Mr. Carton, newly appointed Minister of Transportation and Communications congratulates W. R. Smith (left) and W. J. Borman (right) drivers for Bell Canada, Windsor. They are 25-year award winners.

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Hon. Gordon Carton, Minister.

A. T. C. McNab, Deputy Minister.

Seat belt and bike safety pictured in new safety posters



LAP BELT SNUG.
(AND LOW)

SHOULDER BELT SLACK.
(FIST WIDTH)



ONTARIO DEPARTMENT OF TRANSPORTATION AND COMMUNICATIONS

Two new safety posters have been produced by the Ministry of Transportation and Communications Safety Office and are available free of charge.

The seat belt poster depicts the proper way to wear seat belt while the bicycle poster makes the point that children should not operate a bicycle too big for them.

Both display posters measure 36" x 24" and are in full colour.

Requests for posters should be directed to the Safety Office, Ministry of Transportation and Communications.

W. B. G. Reynolds, Director of Safety.

Nick Douloff, editor.



ontario traffic safety

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JUN - 8 1972

Government
Publications

"Mixing" tire types can affect your steering ability

Proliferation of many different shapes, cords, belts, tread designs and constructions of tires in the past decade has increased the hazard of "mixing" tire types on the same car.

There are three basic types of tires — bias ply, which has layers of cord running diagonally to the centre line of the tire and in alternate directions; belted bias, which combines bias plies with the belts running along the circumference of the tire between the plies and the tread; and radial, with the cords running at right angles or parallel to the centre line and the belts along the circumference.

"Mixing" tires does not refer to the use of different brands, or different cord materials or even the number of sidewall plies used on the same car. **Mixing occurs when different tire types — bias, bias-belted or radial — are used on the same car.**

Tire industry officials maintain that mixing your tires can affect your steering capabilities producing erratic or dangerous vehicle performance. Analogies have been drawn between mixing tires and wearing a rubber soled shoe on one foot and a leather soled shoe on the other.

For instance, radial tires keep their entire "footprint" on the road even under cornering stresses which would cause other tires to lift or skid laterally. If the radial tire has increased handling stability in some situations, a "mix" of radials on the front wheels with some other tire type on the rear wheels could produce a breakaway with little or no control as the rear of the auto loses traction at a different spin-radius than the vehicle's front portion.

For maximum car performance and safety, it is recommended that you use five tires of the same type — all bias, all bias-belted or all radials.

When choosing a replacement tire keep the following in mind:

- follow the manufacturer's recommendations and those provided in your vehicle owner's manual when replacing all or some of your original-equipment tires.
- if your needs include special rear axle tires to accommodate trailer or camper loadings, follow the advice of a qualified expert in choosing the higher

load-rated tires and wheels needed.

- give your new tires a "break-in" period, by limiting your roadway speed to 60 mph for at least the first 50 miles of use.
- do not "mix" tire types on a single axle.
- do not "mix" radial-plies or the new "60 Series" tires with any other tire sizes or types on the same vehicle.

Teachers learn to drive school buses

Teachers are learning how to drive school buses under a new program being introduced by the Waterloo County Board of Education.

The training program, believed to be unique in Ontario, is aimed at stretching budgets available to individual schools for class extensions, said Board Transportation Officer Ellworth Bean.

Teachers interested in receiving their bus drivers' licences will attend about three Saturday morning training classes. The classes are taught by one of the board's experienced bus drivers, Ellworth Bean.

Three teachers already have completed the course and have passed the Ministry of Transportation and Communications' written and practical exams. More are expected to sign up for the program. •

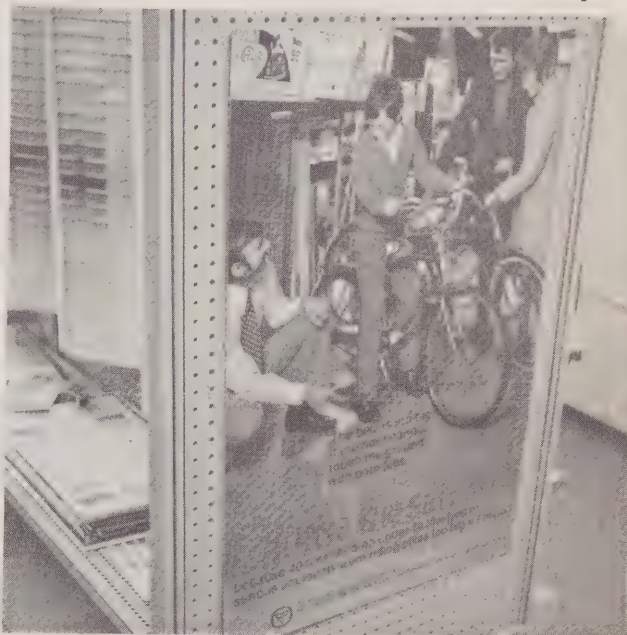
Ontario to repaint lane markings

With the approach of better weather, motorists in Ontario will begin to notice a change in traffic lane-markings on Ontario's highways as the Ministry of Transportation and Communications paint crews start a \$1.5 million program of repainting the lane-markings on the 13,000 miles of King's and Secondary Highways in the province.

To conform with standards being adopted in most areas of North America, crews will paint centre lines yellow and edge lines white. This is the reverse coloring of previous pavement markings in Ontario. The new markings will have yellow lines separating traffic flows in opposite directions and white lines to separate traffic moving in the same direction.

The yellow paint being used is much brighter, almost a lemon-yellow color, in comparison to the near orange used on pavement edges in the past. •

Bicycle poster impresses industry



Ontario's new bicycle safety poster has caught the eye of several retailers and manufacturers of bicycles.

Canadian Tire Corp. Ltd. recently issued a letter to all their Ontario stores strongly suggesting that store managers display the poster prominently in their bicycle sales area. (See photo above.)

CCM also responded with a strong appeal to their dealers asking them to use the poster to the best possible effect. In addition CCM's letter outlined the danger of buying bicycles which children will grow into. If the operator of a bicycle cannot touch the ground with both feet in a sitting position he will not be able to control the bicycle.

Produced by the Ministry of Transportation and Communications' Safety Office the full colour poster is available to the public on request. •

New safety program points out pedestrian's responsibilities

Because taking a walk, for pleasure or business, is not as easy as it used to be the Ministry of Transportation and Communications' Safety office has produced a new pedestrian safety program.

Most of us learned that a green light gives pedestrians as well as drivers the right of way. However, this is not always the case. A steady green light gives you the right to cross the intersection — cautiously. **A flashing green light does not give the pedestrian the right of way.** Flashing green lights are installed at intersections along with walk and don't walk signals in some cases, to give

left turning drivers a chance to clear the intersection and thus facilitate the smooth movement of through vehicle traffic.

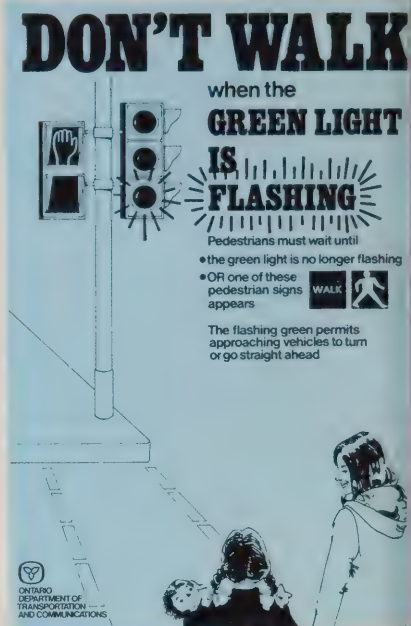
When confronted by a flashing green, pedestrians must wait either for the light to stop flashing or for the walk signal to be actuated. This signal comes into operation with a steady green.

Pedestrians can be fined from \$20 to \$100 for disobeying the law. For instance, pedestrians are not allowed on certain sections of controlled access high-ways and on some municipal roads where the speed limit is 50 miles per hour or more. If a police officer is directing traffic, obey his directions, regardless of any signs or signals. Jay-walking (crossing between intersections) is prohibited by by-law in many municipalities.

Looking at the accident statistics, one is almost tempted to say if you drink don't walk! In the age group over 14, more than one-quarter of the pedestrians killed and at least 10 percent of those injured had been drinking or were impaired.

Pedestrian crossovers seem to be another traffic situation that mystifies many pedestrians. Before you leave the curb, make sure the nearest approaching car is **outside** the painted "X". This will give time to the approaching driver to stop. Once you are in the crossover you have the right of way but when you reach the centre of the roadway make sure the drivers on the second half of the street have seen you before proceeding.

Where there are no sidewalks, walk on the left, facing on-coming traffic. If you must



walk on the roadway (which is the paved travelled part of the highway) walk as close to the left edge of the roadway as possible. Wear something light-coloured or reflective at night.

Remember you may have the right of way but it won't protect you physically against a driver who is careless or who hasn't had a chance to see you.

To obtain pedestrian safety pamphlets outlining the law, placemats and posters, free of charge, write to the Safety Office.



US safety officials turn sights on motorcycle industry

US highway safety officials have turned their sights on the motorcycle industry. A recently announced motor vehicle standard is intended to minimize accidents caused by operator error by standardizing certain motorcycle controls and displays (physical appearance).

Said Douglas Toms, Administrator of the National Highway Traffic Safety Administration, "Controls and displays link the operator and the machine. If there is confusion as to location, interpretation, or operation of such controls, a dangerous situation may occur. A cyclist, especially the novice or the cyclist who has changed from one make of machine to another, must not hesitate when confronted with an emergency."

The new standard will come into effect September 1, 1974 and

according to the editors of Cycle Canada many British and some Japanese manufacturers will be effected. The basic operational requirement is that the handle-bar-mounted controls must be operable without the operator removing his hand from the hand-grip. All motorcycles must have a supplemental engine stop control, operable from the right handle bar, for use in emergency situations.

Some of the other requirements stipulate that a motorcycle with an automatic clutch be equipped with a supplemental rear brake control. This control must be located on the left handle bar. If a motorcycle is equipped with self-proportioning or anti-lock braking devices utilizing a single control for front and rear brakes, the control must be located and

operable in the same manner as a rear brake control.

A number of requirements have been established for the various displays. Because of the limited range within which displays can be located on a motorcycle, no special location requirements will be necessary. Illumination of the neutral position and of the speedometer is essential; a green lamp must indicate the neutral position, and the speedometer must be illuminated whenever the headlamp is turned on.

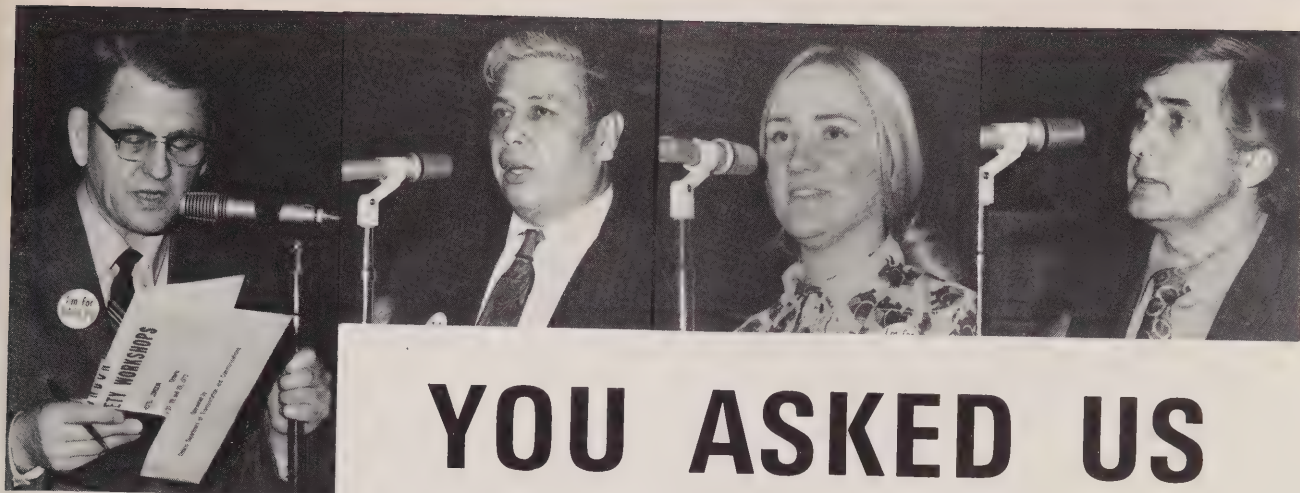
Each motorcycle stand must fold rearward and upward if it contacts the ground when the cycle is moving forward. Footrests must be provided for each designated seating position. Each footrest for passengers other than the operator must fold rearward and upward when not in use. •

Pre-natal classes include safety

Pre-natal classes at Brancos Hospital, Toronto, now include discussion on child safety in automobiles. The classes are directed to fathers. Says Mrs. Leo Vogel, chairman of the Don Mills W. lowdale Children's Automobile Safety Committee, "the earlier we catch them the better. We don't want them buying child restraint seats that are useless."

A seven minute film outlining tests with adult and child restraint systems followed by a discussion constitutes the 45 minute class.

Mrs. Vogel hopes to interest other hospital officials in the program.



YOU ASKED US

Panel discussions at the London Road Safety Workshops, held in London in late January, were followed by a question and answer period. However, due to shortage of time at some of the Workshops not all the written questions were answered. Selected questions from the workshops and answers to them follow.

High School Driver Education

Q. Who teaches driver education and what is their training? How long is the teacher preparation course and has there been any improvement of the course?

A. Only High School teachers are permitted to give the "in-class" instruction of driver education courses. These teachers take a three-week Teacher Preparation Course in driver education before being certificated. Teachers who take this course may also give "in-car" instruction on completion of the Driving Instructor's Examination of the Ministry.

"In-car" instruction may also be given by commercial driving school instructors under contract to the Board of Education. In this case they have to take a one week qualifying course which is organized by the Ontario Safety League for commercial instructors, or qualify on a similar course in Ontario or some other jurisdiction.

We feel that the teacher preparation course has been vastly improved over the past 2 years. The "in-car" instruction which was a weak point in the previous course has been greatly increased.

Q. How many teachers fail the course and why?

A. The reasons why some teachers fail the course or the road test are many and varied. With some, it is a case of nerves, with others it is inability to teach in a situation which is vastly different from the normal classroom, i.e. three people in a car with the teacher having to demonstrate as well as teach correct methods. Incidentally, the number of teachers who do fail the road test is quite small and they usually pass at the second attempt.

Q. Are there plans to make driver education compulsory or at least make it part of the day-time curriculum?

A. We have almost a decade of experience with driver education say Department of Education officials and it has obviously passed out of the experimental stage. Historically, the demand for such courses has been met wherever possible. It is time to re-examine the status of driver education. This is being done currently, keeping in mind the final decision will be made against the background of limited resources. The Department of Education is interested in the public's opinion and will accept letters stating them. Correspondence should be directed to: D. A. Kirk, Assistant Superintendent, Supervision Branch, Department of Education, Toronto.

Enforcement

Q. Will the police assist a citizen to lay a traffic violation charge against another citizen?

A. When a citizen wishes to charge a person with a driving offence, the

police will assist in obtaining information relating to the vehicle and its owner. They will also assist the citizen in contacting a Justice of the Peace, before whom the charge must be laid.

In instances where further investigation is required and appears warranted the police will undertake the investigation.

Q. Is an accused assessed court costs when found not guilty of a traffic violation?

A. Where an accused is found not guilty of an offence under The Highway Traffic Act, there will be no assessment of court costs with respect to the charge and trial of the matter. The costs for counsel for the accused's defence would be an expense which he would have to pay himself unless he could show that the charge was frivolous and vexatious. In these circumstances the Court might order the Crown to pay his costs.

Highway Design

Q. What does the Ministry do about old pavement markings on the road?

A. Pavement markings are a never ending problem. During construction, the base course pavement is marked. However, due to many factors, these markings wear off and new ones are added. Normally the old markings are painted out during this time, but, due to wear, these old markings will reappear, thus causing confusion. This problem is eliminated when the top course pavement is added and zone stripped.

2. What are some items considered in the planning and design of highways that particularly pertain to collision prevention and traffic safety?

1. The geometrics that are used in all new highway design are the safest possible for the speeds that the roadways are designed for. This includes sight distance, stopping sight distance, horizontal and vertical alignment, etc. The above facts are basic to every design.

The latest designs now include wider shoulders, less critical side slopes, much wider recovery distance if a vehicle leaves the pavement.

At the present time, many safety devices are being added to the design of any highway facility such as steel beam guide rails, Fitch Barriers, Texas Barrels, and wider medians. Fixed objects close to the travelled portion of the highway are being removed. The last item should eliminate many serious accidents.

Q. Why are concrete light poles still being used when the safer metal poles are available?

A. Concrete poles according to Ministry Policy, are used where they can be protected by guide rail. The metal and/or break-away poles are now used at locations where it is impossible to protect a light standard or a sign pole by guide rail.

Q. How are private developers controlled to insure good road design and traffic operations?

A. A developer's proposal is referred to the Functional Planning and Road Design section of the Ministry. Section personnel study the site and surrounding area, type of development, anticipated traffic volume, directions of travel, peak hours of use, and speed limit. The Ministry can under Sections 31 and 35 of the Public Transportation and Highway Improvement Act, then recommend a particular solution if it does not agree with the proposal.

Q. What is the Ministry doing to improve interchange signing?

A. All signing on Provincial Highways is installed according to Ministry Policy. The main problem is that the drivers are prone to ignore or not see the advance warning signs for interchanges, etc., therefore they have not positioned themselves in the correct

lanes to exit or enter freeways or major arterial roadways.

Q. What can be done to prevent drivers from entering a freeway going the wrong way?

A. Entering a freeway in order to go in the wrong direction occurs when the driver has totally ignored all the design and warning devices that are clearly marked in every possible dangerous location.

Mechanical Fitness

Q. What can a buyer do if he suspects the vendor of a car has obtained a mechanical fitness certificate for his car illegally?

A. Where it appears that the inspection requirements and performance standards of the safety related items inspected under a certificate of mechanical fitness have not been met, the Vehicle Inspection staff of the Ministry can be asked to carry out an investigation. Notice can be given to the field staff of the Vehicle Inspection Section or to the head office in Queen's Park.

School Bus

Q. Why don't school bus operators stop their vehicles at all railway crossings?

A. The requirement for school bus drivers to stop at all railway crossings was amended to permit school bus drivers to cross railway tracks without stopping where the tracks were protected by gates or signal lights or on the directions of a flagman. It is otherwise necessary for school bus drivers to stop at railway crossings. The reason for the change in this law in 1964 was to improve traffic flow especially on high speed highways where there was ample visibility in each direction along the tracks. However, the local school boards can require their school bus drivers to stop at all railway crossings whether they are signalized or not.

The Ministry believes that local school boards may want school bus operators to stop at all railway crossings within their area. Their reasons for requiring these stops may result from the particular conditions existing at the railway crossings in their area. As the local school boards assume the cost of school bus service it is natural

that they should have some control over their operation.

Q. Does overloading a school bus have any effect on the life of its tires and how many miles can one use tires safely?

A. Overloading of tires is an undesirable practice. The number of miles travelled is not the only test to be used in a safety inspection of a tire.

The Federal Motor Vehicle Safety Standards require a manufacturer to indicate the recommended tire size, recommended tire inflation pressure for maximum load, the seating capacity and the weight that the vehicle is designed to carry with its original tires.

Vehicle Safety

Q. Why doesn't the government reduce the speed limit on highways and why doesn't the automobile industry build governors on engines to reduce speed limits?

A. Speed per se does not appear to make a significant contribution to the number of collisions occurring. Speed as it relates to road and traffic conditions is a more significant factor.



Public Safety Consultants can help local safety efforts

Suspicion of big, seemingly remote, authority is a time honoured custom. Local initiative, so the thinking goes, is more amenable to local control and has a greater chance of success. In so far as safety programs are concerned this is true.

Nothing will succeed like local safety efforts but you may say your town lacks guidance or an organization or even the material content of a safety program. What can you do? Call us.

We have six men, called Public Safety Consultants, located in re-

gional offices serving all parts of the province. Their job is to go into communities **on request** and help you organize a safety program. It's important to realize these men will **not** do the work for you. They **will** tell you how to carry out the program if that's your weak area or tell you how to organize a safety council or provide you with safety programs developed by the Safety Office. You have the option to adapt their advice to local conditions if you think that is necessary. These six men, Art Gilbert, Thunder Bay; Dick Pfeiffer, North Bay; Burt Wallace, London; Ed

Blake, Toronto; Don Edwards, Toronto; and Murray Rowe, Kingston can be contacted during business hours. If your particular situation demands an after hours meeting this can be arranged.

In the past year, these men, in their respective territories, visited every secondary school offering driver education; attended 36 meetings of established and active safety councils; made numerous presentations to service clubs, elementary schools, and industry; and made 38 appearances on radio or television safety programs.

In addition they organized or took part in 11 school bus seminars, seven safety office displays and arranged 43 meetings at which the new axle weight regulations were explained to truckers.

They also inspected several school safety patrols and bus patrols to see if they were operating efficiently and to advise as to problems arising out of their operation. As a result 12 school boards have expressed interest in setting up school patrols or bus patrols. Public Safety Consultants also acted as administrators at four Teacher Preparation Courses in driver education. •

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Joel Aldred (left) is thanked by A. T. C. McNab, Deputy Minister, Ministry of Transportation and Communications, Ontario.

TV personality calls for 200% tax break to promote traffic safety

Citing, what he called, the failure of most safety campaigns, Joel Aldred, television-radio spokesman for General Motors Corporation, called for a 200 per cent tax allowance on funds which might be used by the auto industry to promote safe driving. He asked government to match this sum. Aldred predicted the auto, cement, asphalt, tire and metal industries would come into the fight against traffic fatalities and injuries in a more serious and positive way if this was done.

Aldred made his remarks as a guest speaker at the recent American Association of Motor Vehicle Administrator's seminar on public information and safety education. The meeting was held in Toronto and attracted 78 information officers and motor vehicle administrators from 26 states and 5 provinces. Purpose of the seminar was to explore better ways to communicate traffic safety messages to the public.

The American Association of Motor Vehicle Administrators draws its membership from every state and provincial jurisdiction in North America and members meet annually to discuss mutual problems of vehicle and driver control.

OSL Presidency changes hands



Donald H. Hartford, left, recently elected President of the Ontario Safety League, receives the gavel of office from retiring President R. L. Christie.

Hartford is President and General Manager, CFRB Ltd. Christie is President and General Manager, Kodak Canada Ltd.

OSL was founded in 1913, and Hartford is the 19th President. In budget and variety of programming it is the largest, non-governmental, provincial or state, safety organization in North America. Four-fifths of OSL income is self-generated, by the provision of specialized safety services and materials.

Traffic Safety Roundup

HAVELOCK — Havelock and Belmont Public School became the first in Ontario to receive the Ontario Provincial Police Safety Award, when OPP safety officers from 19 detachments in three districts met the first day of a two-day safety seminar at the school recently.

Sgt. D. J. Robson of the Accident Prevention Branch of the OPP, Toronto, presented the award to school principal Harold Hunter and vice-principal Donald Matthews, who accepted it on behalf of the staff and students.

The award originated two years ago as a new concept to recognize achievements in furthering the cause of accident prevention. In that time, it has been awarded to 14 children, 1 adult and now, for the first time to a school.

The Havelock and Belmont school received the recognition for a variety of reasons. It was among the first elementary schools to establish a school safety patrol. The patrol has operated efficiently and effectively and requires little supervision. The school conducts safety-oriented projects and in-school display and the safety patrol prepared a float for the local Santa Claus parade each year.

SARNIA — This year's annual car safety check might take place in downtown Sarnia.

The recommendation was put before Sarnia's Parking and Traffic Committee.

ST. CATHARINES — Lisa Ceoli, seven years, of Canadian Martyr's School, St. Catharines, has taken top prize in the Elmer Safety Show held in St. Catharines. Lisa won the draw for a bicycle at the end of a six-week safety program.

Organized by the Penn Centre Merchants and the Niagara Regional Police, six free movie shows were held on consecutive Saturdays in February and March.

At each show, one traffic safety rule was discussed with the children.

Approximately 250 children attended each show consisting of one feature and two cartoons.

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Nick Douloff, editor.



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31 Ontario cities receive traffic safety citations

Thirty-one Ontario communities were awarded special Citations for having by united community efforts completed 1971 without one fatal traffic collision. A total of 82 cities across Canada received this award at the recent annual Canada Safety Council Conference in Montreal.

In Ontario citations went to Brantford, Cornwall and Stratford for cities with 20,000 population or more.

In the next category, cities with populations of 10,000 and more, Brockville, Cobourg, Georgetown, Kapuskasing, Lindsay, Preston, Simcoe, Thorold and Wallaceburg received citations.

In the last classification, communities with populations of 10,000 or more, Arnprior, Deep River, Fort Francis, Hespeler,

New Liskeard, Orangeville, Paris, Parry Sound, Penetanguishene, Perth, Picton, Port Credit, Prescott, Renfrew, Stoney Creek, Strathroy, Streetsville and Tillsonburg were all honoured with CSC's special citation.

Arnprior, Hespeler, Parry Sound and Port Credit have completed 18, 11, 8, and 5 years, respectively, without a traffic fatality.

In addition, presentations of CSC's Safety Awards to Canadian cities which maintained or improved their traffic safety records were announced at the meeting.

In Ontario, both Guelph and Brantford received special merit awards for showing the greatest reduction in fatal traffic collisions per 10,000 of population

during 1971 compared with 1970. These communities took first and second place respectively in the cities with 40,000 population or more category.

Special Merit rating went to Brantford and Cornwall as cities with 40,000 population or more showing the lowest rate of fatal accidents per 10,000 of population during 1971. They placed first and second respectively in this category.

Brig.-Gen. Bruce J. Legge was also elected president of the Canada Safety Council. Brig.-Gen. Legge, Chairman of the Workmen's Compensation Board of Ontario, accepted the presidency at the conference. He was elected for a two-year term and will succeed James C. Thackray, Executive Vice-President, Western Region, Bell Canada.



Brig.-Gen. B. J. Legge.

Motorcycle instructors touring Ontario this summer

A group of 15 motorcycle instructors—some of whom work with the Ottawa-Carleton Safety Council—have decided to go out on the road with their Motorcycle Safety Caravan this summer and bring the instruction centres to students.

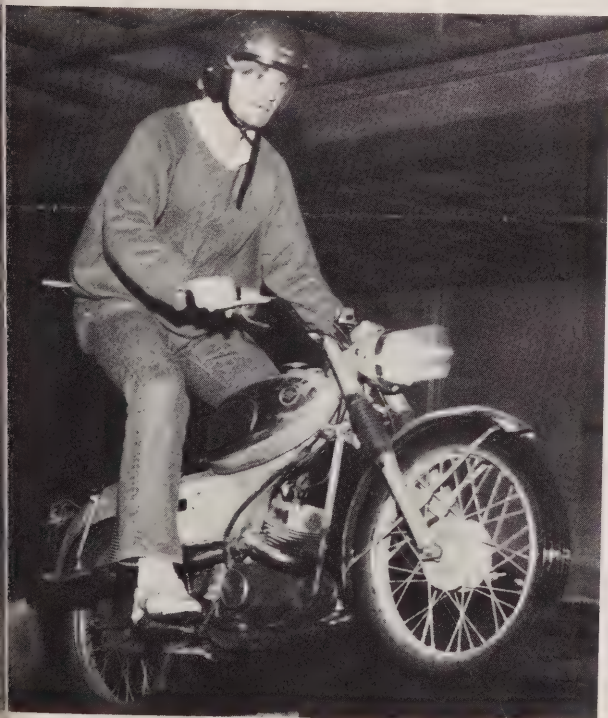
The program is an extension of the motorcycle courses conducted by the Ottawa-Carleton Safety Council. Finances are courtesy of an Opportunities for Youth grant. Cost per student will run \$20 for the 16 hour course. There will be only two hours of lectures covering Road Sense, Electrical Theory, Mechanical Theory and Trouble Shooting. The rest of the time will be spent on bikes.

Spokesmen for the group, Don Forrester and Bob Williams, claim that students will be more than competent to pass the Ministry of Transportation and Communications motorcycle driver's test, when they finish the course.

The Caravan will be in the following locations on these dates:

Burlington—July 23-26
Hamilton—June 18-21
Kitchener—August 13-16
London—August 20-23
Niagara Falls—August 6-9
Oakville—July 16-19

Oshawa—June 11-14
St. Catharines—July 30 - August 2
Sault Ste. Marie—July 2-5
Sudbury—June 25-28
Thunder Bay—July 9-12
Windsor—August 27-30



Student in Ottawa learns to handle the unexpected.

Fatalism has no part in summer travel

Fatalism should have no place in your driving, cycling or walking this summer. Your survival on the road and your peace of mind while travelling depend on good planning, common sense and caution rather than a "what will be, will be" approach.

Assuming you are sober, sane and in relatively good health when you start out on an automobile trip and that your car is in good mechanical condition it is the actions of other drivers and adverse environmental conditions that will get you into trouble.

PROTECT YOURSELF

You can protect yourself from other drivers. It requires self-restraint on your part—a willingness to make up for the other fellow's mistake. Always know what is happening around you—to the front, to both sides, to the rear. Keep your eyes moving from the scene in front of you to the rear view mirror to the side mirror and to both sides of the roadway. You don't have to move your head to do this, just your eyes. Have a plan of action in your mind all the time and change it to suit conditions. Let the car in front of you lead you so that you can stop in time if you have to.

The driver of a car travelling at 30 mph on dry, clean, level pavement needs about 30 feet of travel distance to react to a given situation and another 40 feet to stop the car—about 70 feet in all. At 60 mph a driver needs about 260 feet to bring his car to a safe stop. In this connection you should remember that the driver behind you is subject to the same reaction and travelling times. Always signal your intentions to him in plenty of time and if he's a tailgater leave more room between you and the car in front of you. That way you can ensure both of you have time to react to stopping situations.

Never let yourself be boxed in by cars. If you must slow down and let the cars pass you, do so. You'll need all the room you can get to pull yourself out of a tight situation should it arise. Leaving yourself a cushion of space to recover from other driver's mistakes has equal application in city and freeway driving.

Deteriorating weather and road conditions can also affect your driving ability, so adjust to them.

The amount of light—natural and artificial—available at a given time affects your ability to see and be seen. During the day, for instance, you may find yourself driving into the sun. Wear sun glasses to cut the direct glare from the sun. If the sun's rays are glancing off the car in front of you into your eyes fall back until you're no longer bothered by the reflection.

Never wear sun glasses at night. Sun glasses are built to cut down the amount of light reaching your eyes. At night you need all the light you can get to see the road. Look at the right edge of the road when approaching oncoming cars at night. Headlight glare can blind you for up to seven seconds. At 60 mph you will travel over 600 feet in those seven seconds. Since most headlights throw light for approximately 350 feet, you should never travel at night at a speed greater than would allow you to stop your car within 350 feet—approximately 55 mph.

Rain, high wind, fog or smoke also affect the maximum speed at which you can operate your car efficiently and safely. In all cases they effectively lower it.

Also make allowances for road conditions. Curves, hills, width of pavement, road surfaces, poorly marked roads, shoulders and drop-offs will determine your speed.

Traffic conditions can be congested or relatively light, fast moving or slow. You must blend with the tempo of traffic—not too fast or too slow. You will inevitably find yourself behind a driver who is moving too slow for conditions and you'll want to pass him. Keep in mind, however, that if you're on the highway travelling in a 60 mph zone, oncoming traffic is travelling at that speed also. This situation adds up to a potential closing speed between you and oncoming traffic of 120 mph—the sum of your speed and oncoming traffic.

You must decide in this situation if you have enough passing distance. Since it takes about 10 seconds to make a pass and at

60 mph you are travelling at 90 feet per second you will travel 900 feet in 10 seconds. Add the distance covered by oncoming traffic as well. That will also be 900 feet at 60 mph. Then for a margin of safety add another 500 feet for a total of 2,300 feet. That is how much room you will need to pass a car safely on the highway. The distance is almost equal to half a mile and at that range you should not be able to make out movement inside oncoming vehicles.

MECHANICAL CONDITION

The mechanical condition of your car should be of major concern to you. Have it checked and tuned in the spring and periodically in the summer. Main points to have checked are: brakes, tires, ignition, steering and ride control, exhaust system, electrical system, cooling system and if applicable towing gear.

Keep an eye on your tires. Don't "mix" tire types such as bias, bias-belted and radials. Use all of one type or another. Make sure all your tires are in good shape with no cracks, bulges or obvious tread wear. And keep them properly inflated.

After you've made sure your car is in good shape, make sure you're in good shape. If you've been drinking or taking drugs—even prescription drugs—you can bet your life you're impaired. Let someone else do the driving. Allow one hour per ounce of alcohol consumed before driving.

Plan your trip well in advance and have one of the passengers,

preferably the one in the front seat, act as navigator. With travel instructions coming well in advance you can make the right manoeuvre in plenty of time and concentrate on driving.

When loading the car remember to put as many things as possible in the trunk. Loose objects in the passenger compartment can distract you when driving and become missiles in the event of a collision no matter how minor it is.

PEDESTRIANS

As a pedestrian you have responsibility to drivers no less important than the driver's responsibility to you. Make sure you see you before you move. A driver can't be expected to see you appropriately unless he knows you're there. Your guiding principle should be not to trip the driver. Act as though you haven't been seen. This rule should hold you in good stead no matter where you walk.

In cities and towns where there are sidewalks you're not likely to come in conflict with vehicle traffic unless you step off the sidewalk. Best places to cross a street are at intersections, controlled or otherwise, and at pedestrian crossings. Even at these places, however, you should act with caution and even though you may have the right of way give the driver a chance to react. To make sure the driver is aware of you look at him and catch his eye. At that point you may realize he does not intend to give you the right of way. Step back and let him pass. (O)

Here's how a tire appears in various stages of inflation when it's on your car



UNDERINFLATION

Causes extreme tire flexing and builds up excessive heat, running the risk of failure. It also causes rapid wear on the outer edges of the tread.



OVERINFLATION

Causes tires to run hard and subjects them to impact damage and weakening of the carcass. It also causes excessive wear in the centre of the tread.



PROPER INFLATION

The correct profile for contact with the road

When there are no sidewalks, always walk on the left side of the road facing traffic. Walk on the shoulder of the highway if you can. If you must walk on the road, (that part of the highway designed for vehicle traffic) walk as close as possible to the left edge of the roadway. Be prepared to get out of the way no matter who has the right of way.

At night, in the city or in the country, wear light coloured clothing or reflective material. If that's not possible carry a flashlight, pointed at the ground, or a rolled newspaper—anything that will betray your position to a motorist.

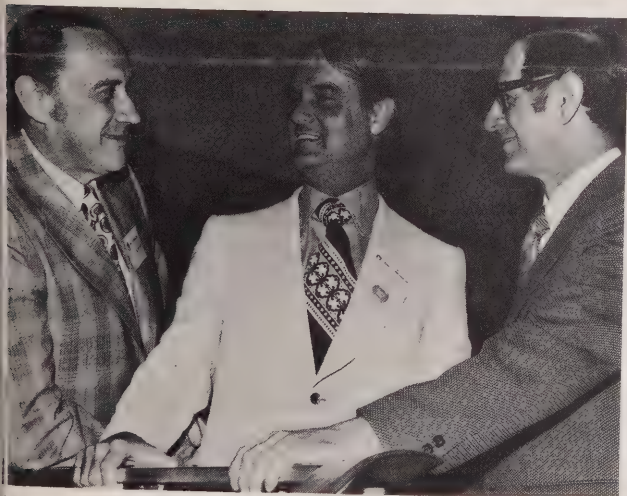
This may not sound reasonable, but if you've been drinking before going out for a walk—take it easy. More than 25 per cent of the pedestrians killed, over the age of 14, and at least 10 per cent of those injured had been drinking or were impaired.

Pedestrians can be banned from some municipal roads where the speed limit is 50 mph or more. Jaywalking (crossing between intersections) may also be prohibited by municipal by-laws. You can be charged and if found guilty fined for breaking these laws.

Pedestrians are not allowed on certain sections of controlled access highways. And you should also keep in mind that it's against the law to solicit a ride while you are on the roadway.



Freeway driving is different! Take note of these tips and try to put them into practice.



George A. Lacy (right), Chief Vehicle Emissions Control Engineer, Chrysler Corporation, was guest speaker at the Ontario Traffic Conference 1972 Convention in Windsor. Here he chats with Mayor Windsor, Frank Wansbrough (left) and the Hon. Gordon Carton, Ontario Minister of Transportation and Communications.

Police safety officers recommended for all communities at OTC meeting

A resolution calling for the establishment of Traffic Safety Sections in all police departments in Ontario was carried at the recent annual convention of the Ontario Traffic Conference held in Windsor.

Criticizing the lack of police officers whose principal duty is the teaching of safety and the promotion of educational safety programs the resolution noted the widespread official support for *Police Safety Officers* and indicated that it was time to hire such men.

Over 20 resolutions concerning traffic safety were considered by OTC in addition to committee reports and seminar discussions.

In addition the OTC honoured three of its members, G. Preston, Chief, Windsor Police Department, E. S. Wiley, Director Traffic Engineering Department, Windsor, and Deputy-Chief J. Murray, Metropolitan Toronto Police Department by presenting life memberships to them. The honour was accorded to them because of their contributions to OTC over the years.

The Ontario Traffic Conference draws its membership from officials of local police and governments and from the provincial government.

Dunlop Canada searching for 1972 truck hero

Dunlop Canada Limited has announced a \$100 reward for any person who nominates this year's winner of the 1972 Dunlop National Truck Hero of the Year Award.

Said Brian E. James, President, Dunlop Canada Limited, when announcing the search, "In the sixteen years Dunlop has been organizing this award scheme, we have received many examples of truck drivers' heroism in all parts of the country. Covering such long distances each year, these men are witness to many incidents happening on or adjacent to the highways. Never do they hesitate to show the bravery typical of their industry when action is required."

Any professional truck driver who has carried out an act of heroism above or beyond the call of duty during the year ending September 30, 1972 may be considered for the award. Nominations, together with evidence of the action in the form of a newspaper clipping or witnesses' statement, should be sent to the Dun-

lop National Hero Award, c/o Canada Safety Council, 30 The Driveway, Ottawa 4, Ontario.

The Award will be presented at the opening luncheon of the Automotive Transportation Association of Ontario Convention in Toronto on November 20, 1972.

In addition, special commendations will be made to the runners-up. Efforts will be made to present the commendations in the truck driver's home town.

All entries will be judged by a panel of judges including Philip E. Farmer, Executive Director, Canada Safety Council, Walter B. G. Reynolds, Director, Safety Office, Ministry of Transportation and Communications, Ontario, and Brian E. James, President, Dunlop Canada Limited.

Last year's winner was Ted Daubreville, Toronto, who jackknifed his tractor and 40-foot trailer on the Don Valley Parkway in Toronto to avoid colliding with a school bus. The bus had been involved in an earlier collision during a blizzard. Children were still disembarking at the time Daubreville came upon the scene and but for his reaction there would almost certainly have been many injuries and possible fatalities to the children.

Sault initiates new safety award



The Sault Ste. Marie Safety Council has initiated a new safety award in memory of a former city alderman and safety council member. The Vera Falldien Memorial Award is to be presented annually to the individual or group "making the greatest contribution to traffic safety in the Sault, especially in child safety". Picture here is the late alderman's daughter Segrid-Ann and son Jack with Sault MPP John Rhodes. The Safety Council singled out the local Kinsmen Club for its Elmer the Safety Elephant program as recipient of the 1972 award. The presentation was made in late May at the Safety Council's annual Safe Drivers Awards Dinner.

Rural safety matter of national concern says CSC

The rural population is so adversely affected by the annual accident toll of hundreds of deaths and thousands of injuries that it must be viewed as a matter of national concern, said Canada Safety Council officials recently when announcing Farm Safety Week July 25 to 31.

According to CSC officials accidents take the lives of approximately 1,400 farm and rural residents, injure almost 26,000 and permanently disable 1,500 annually.

Studies indicate that 72 per cent of accidents involving rural residents happen on the farm or in the farm home, and 28 per cent off the farm. Off the farm 42 per cent of the accidents occur on main highways, 30 per cent on secondary roads, and 28 per cent elsewhere.

In Ontario, Workmen's Compensation Board has taken increased interest in Farm Safety. N. C. Robinson, Co-ordinator for Farm Safety, WCB, and Secretary-Manager for the Farm Safety Council predicted increased co-ordination of effort and strengthening local county council programs. There are approximately 27,000 farm employers registered with WCB, representing 90 per cent of agricultural production in the province.

The accidental death rate on the farm is estimated to be 20 per cent higher than the national average. While the percentage of Canadians engaged in farming has declined, the numbers of farm accidents have increased. Farming continues to have the third highest accident frequency, exceeded by the mining and construction industries.



Drivers should take note of the red triangular slow moving vehicle sign on the back of farm equipment. It's a warning to slow down and proceed with caution. Farmers are urged to write to the Safety Office for a free copy of "Farm Implements on Ontario Highways." This pamphlet outlines the law and the correct operation of farm equipment on the highways.

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Child restraints systems subject to new federal regulations

Canada now has regulations covering the advertising, importation and sale of children's car seats and harnesses. Passed as an amendment to the Hazardous Products Act the regulations came into effect on June 1, 1972, and are being administered by the Hazardous Products Division of the federal Department of Corporate and Consumer Affairs.

Spokesman for the department's Hazardous Products Division, Dick Virtue reports that in the first week of June the department received 100 reports from their field staff and that several hundred seats were taken off the market. "The hook-over seats were taken off the market almost immediately," says Virtue, "and some seats with improper labelling were also withdrawn from sale."

A full report is expected from the Department of Corporate and Consumer Affairs in the very near future. "We have

approximately 500 inspectors across the country and although, we are not using our entire force this matter is receiving every priority possible. It will take a little time but by early July we expect a report," says Virtue. The Department has also been investigating individual complaints.

In addition to surveying products on the market the Department has begun testing seats and harnesses in Ottawa. The federal Department of Public Works is conducting the tests to see that the seats conform to Canada's standard.

SPECIFICATIONS

The standard outlines the information which must accompany each child seat if it is sold as an automobile child restraint system. The month and year of manufacture and the model name or number of the product as well as the makers name and address must appear on the seat. The message must tell the cus-

tomers exactly how and in what way and in what situations it must be used. In addition, the seat maker must specify the size of the children, in terms of minimum and maximum weights and maximum height, by whom the product may be used. This message must be indelible and be stamped on the seat.

In addition the regulations spell out how the child's body and the car seat should interact in the event of a collision. They detail forward and backward movements maximum stress loads and points of contact between the child's body, and the car seat.

SEAT COMPONENTS

With respect to components of child seats, the Canadian regulations, according to Virtue, have in fact set up design requirements for manufacturers. The regulations state that rigid components with which the head or body of a child, if positioned properly, may collide, must be covered with a closed cell structure. Closed cell material is energy-absorbing and such material must be there to protect the child. "We did this because only closed cell material offers satisfactory performance," says Virtue. In addition the rigid components must be free of corners or edges that have a radius of less than a quarter of an inch.

Harness restraints or restraints that consist in whole or in part of webbing came up for revision as well. The webbing must be at least one and a half inches wide and meet the US Society of Automotive Engineers, Inc., standard J4c, dated July, 1965, with respect to breaking strength, elongation and resistance to abrasion, light and micro-organisms.

Performance requirements are also detailed in the new regulations. Products must, if designed for use facing forward, sustain a load of 1,000 pounds applied in a forward direction and restrict any forward horizontal movement of the child's body to 12

inches or less, without any component breaking or giving way. If the restraint system is to be used facing rearward it must sustain a load of 500 pounds and restrict rearward movement to 12 inches or less.

TEST PROCEDURES

Procedures for product performance tests are included in the regulations. All North American regulations to date are based on static testing procedures. Dynamic testing procedures more closely reflect real situations. Virtue says the federal government is attempting to set dynamic standards as soon as it is possible. There are only two seats on the market which have been conceived designed and build around dynamic standards.

Dynamic testing facilities do exist in Canada. Ken Wilson, Manager of Auto-Safe Research Centre, Irvin Industries Canada Limited, Fort Erie, Ontario, in a recent interview offered his company's dynamic test sled to manufacturers of child's car seats. Virtue says he is aware of these facilities.

OTC elects new president



Rick Fruin, Instructor, Ontario Traffic College, has been elected president of the Ontario Traffic Conference. He succeeds Brian Morrison, Contoller, Scarborough.

Fruin has been chairman of the Safety Officers Committee of the OTC since 1962. He also served on the Legislation and Enforcement Committee, Training Course Committee and the Board of Directors of the OTC.



Inspector John V. Majury, Metropolitan Toronto Police Force, has succeeded Rick Fruin as chairman of the Safety Officers Committee. Inspector Majury has headed the Metro Toronto Policy Safety Bureau for the past two years. He has been with the Toronto Police Department and Metro for the past 27 years and was appointed Inspector in 1967.

Lights on bikes

If you think there's a chance you might be driving your bicycle at night put a white or amber light on the front and a red reflector or light on the back. In addition you must have white reflective material 10 inches long and one inch wide on the front forks and the same size of red reflective material on the back of the bicycle. If your local retailer cannot supply you with this material, and by law you must have it to operate a bike at night, write to the Ontario Safety League, 409 King Street West, Toronto, Ontario. Include a self addressed, stamped envelope and 25 cents for each package of reflective tape. Allow one package per bicycle.

Boating safety is improving but getting to water is still a problem

Although boating's safety record has improved dramatically over the last 10 years, according to Ontario Safety League officials, getting to lakes and rivers remains a problem.

Last year, Ministry of Transportation and Communications personnel completed a study indicating that more drivers hauling trailers are involved in collisions on summer weekends than at any other time. Saturday accounted for the highest number of collisions.

The collision "zone" stretches from Toronto north through York and Simcoe counties and on to Parry Sound, Sudbury and Algoma counties. In addition, statistics revealed the greater percentage of drivers involved in these collisions are between the ages of 35 and 44.

Drivers should keep in mind that driving a car with a trailer attached demands an entirely different approach.

When hauling a trailer the most important point to remember is you need much more room to stop, turn and pass. If you're forced into a panic manoeuvre chances are your trailer will jack-knife or fishtail. Frequent checks along the way for signs of stress and strain on your car is a good procedure. Load distribution and fastenings, hitch and safety chains, lights and trailer wheel bearings should all be checked. Any adjustments that have to be made should be made as soon as possible. While you are going through this safety check have a look at the fuel gauge and check the oil level.

Before going out on the road with a trailer, consider the size, power and condition of your car. If you decide your car can be used to haul a trailer plus its load, remember that overloading the trailer can bend its axle. Ten to 15 per cent of the weight of your trailer should be on the hitch. When the trailer is in proper balance, the weight on the hitch will permit the trailer floor to remain in a level position. If the trailer is not in balance it will fish-tail.

Use a good trailer-hitch. The hitch-ball should be installed so that when the trailer is attached and tightened, it rides on a horizontal plane with no tilting. You may need a load equalizing trailer hitch if the hitch pulls the rear of your car down. Be sure the hitch is bolted to the frame of the car, has direct coupling and has sturdy safety chains.

If you find, when hauling a boat, that the boat pitches, the wheels of the trailer may be set too far forward or the boat too far aft. Locate the problem and either move the trailer's axle assembly about four inches aft or transfer some of the load farther forward.

Insufficient inflation of trailer tires on one or both sides or broken or weak springs will cause the trailer to sway from side to side. You should inflate tires to their recommended pressure and replace the springs.

For a complete guide to the legal and safe operation of trailers in Ontario write to the Safety Office for a copy of our pamphlet, *Trailer-Wise*.

Once you have arrived at your destination the safe and courteous operation of your boat should be paramount in your mind. Get a copy of the Small Vessel Regulations from the Ministry of Transport in Ottawa or from the Ministry of Transport, Marine Services, Steamship Inspection Office, 241 Jarvis St., Toronto.

These federal regulations outline the proper equipment and right of way procedures for

vessels 18 feet in length or under. Always have a government approved life jacket for every person on board. Bailing buckets or bilge pumps, two oars or paddles and regulation navigation lights are also required by federal law.

In addition it is a criminal act

to operate a boat or skis in a manner that is dangerous to navigation or life or limb.

For an excellent pamphlet *Water Skiing — Canadian Law and Safe Practice* write to the Ontario Safety League, 409 King Street West, Toronto. There is no charge.



Make sure life preservers fit children before boarding boat.

SPECIAL DRIVING TECHNIQUES FOR TOWING

STARTING: Accelerate carefully. Take it slowly and easily.

TAKING CURVES: Stay close to the middle of your lane.

TURNING

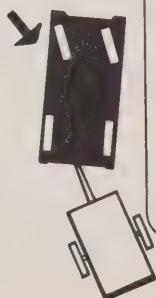
RIGHT TURN: Look in your right mirror. Signal, slow down. If turn is sharp, move ahead until car's front wheels are well ahead of curb... then turn to the right.

LEFT TURN: Check traffic. Signal. Proceed slowly. When you make your turn, drive well into intersection in order to swing wide, to allow for the trailer.

SLOWING, STOPPING: A sudden stop can jackknife your trailer or shift your load, so keep a greater distance than normally between you and the car ahead. Keep out of the fast lanes and maintain a speed that makes sudden stops and slow-ups unnecessary.

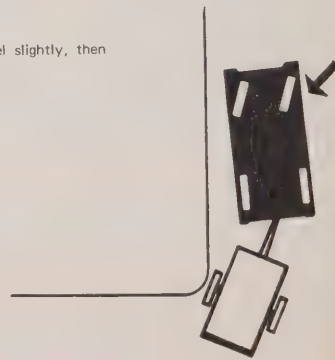
PASSING: When towing a trailer you can't accelerate as fast as without it. Then too your car plus trailer is much longer. Before you pass, make sure there's enough time and room for the manoeuvre. When you have passed, allow more room before you move back to your lane. Don't cut in and swerve...this can make your trailer swing and sway.

BEING PASSED: Help other drivers pass you where necessary. If you're holding up a line of traffic, the right thing to do is to signal, pull off, and let them pass. If a large bus or transport passes you, air pressure may push the rear of your trailer to the right. Almost instantly, this pressure will push the front of your trailer. Be prepared to steer out of this situation. Accelerating a bit may help. Braking will not.



BACKING TO RIGHT: Turn front wheels of car to left...front end of trailer will go left, rear end will go right.

BACKING: Back very slowly. Turn wheel slightly, then straighten. Steer by a series of slight turns.



BACKING TO LEFT: Turn car wheels to right.

Ontario trucking industry searching for champions

The Ontario trucking industry has begun its search for three champion drivers to represent the province in the up-coming National Truck Rodeo Championships.

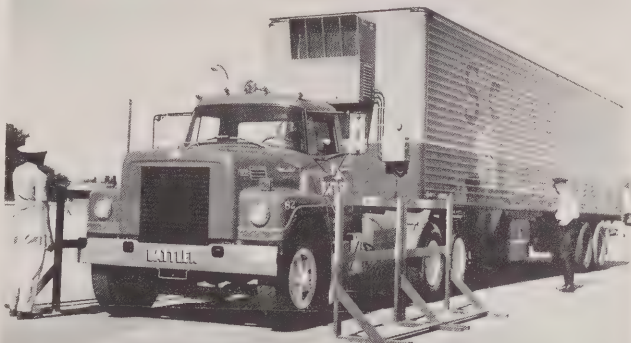
Over 20,000 truck and transport drivers are expected to compete in regional contests which started in June. Only three drivers, those who win the 25th Anniversary Championships to be held in London in the fall will go on to represent Ontario in the national contest.

Primary purpose of the truck rodeos say Automotive Transport Association of Ontario officials is to point out the need for safety, skill and courtesy on the highway. Contestants undergo strict testing in simulated driving conditions at each level — regional, provincial and national. Those who reach the top must be outstanding added ATA officials.

The National Truck Rodeo

Championships are sponsored by numerous provincial and Canada-wide agencies of government, the trucking industry and other bodies interested in

promoting safe driving and reduction of collision frequency. The national rodeo will be held in conjunction with the Ontario championship rodeo in London.



Above, driver steers his truck through an off-set alley course during last year's rodeo. Purpose of this test is to measure a driver's ability to drive through narrow city streets.

Racing car instructor pleased with bicycle program

The Home and School Association, Williamson Road Junior School, Toronto, carried out a four week course based on the Ministry of Transportation and Communications' Crusader Cycle Club material.

More than satisfied with the outcome, Audrey Slater and Peter Murdoch, president and vice-president, respectively, of the Williamson Road Home and School Association have plans to include seven area schools in an expanded program next year. They say they hope to organize a competition among the area schools. Murdoch, who is a senior driving instructor at Mosport Race Track, appealed to other Home and School Associations to consider using the Crusader Cycle Club material in their schools and offered to assist other associations with his advice. He may be reached at 19 Wineva Avenue, Toronto 13, Ontario.

Study Highway Traffic Act before you go horseback riding

Before you decide to tackle the countryside from the back of a horse this summer you should familiarise yourself with sections of the Highway Traffic Act of Ontario which apply to horses and their riders.

The Act states that any person who by accident or otherwise, operates or drives a vehicle or leads, rides or drives an animal on a highway and causes damages to any shrub, trees, pole, light, sign, sod or other property upon a highway or any fence bordering on it, must report such damage to police or the Registrar of Motor Vehicles Ontario.

The term highway includes the road way (that part of the highway that is improved designed or ordinarily used for vehicular traffic), the shoulder and the median strip (the portion of a highway so constructed to separate oncoming traffic by a strip of pavement of more than 10 feet in width, a physical barrier or an unimproved strip of ground) if any.

You must when driving, leading or riding a horse on a highway which is divided into two roadways be on the roadway on the right-hand side. Moreover, you are prohibited from leading, riding or driving an animal from one roadway to another except where a crossing is provided..

One more thing to keep in mind while riding a horse: you must not race or drive recklessly any horse or animal on a highway. Reckless speeders, it would appear,

have been a problem longer than we care to think about.

Horse riders should also check with local municipal authorities before using roads which fall under their jurisdiction. They have the authority to ban pedestrians, cyclists or animals on any highway or portion of a highway under their jurisdiction on which the maximum speed is 50 mph or more.

Car drivers must exercise caution when approaching from the front, or overtaking from behind horse riders. They are required to operate, manage or control a motor vehicle in such a manner as to exercise every reasonable precaution to prevent frightening of the horse or other animal and to ensure the safety and protection of any person handling the horse or other animal.

IT'S ONLY

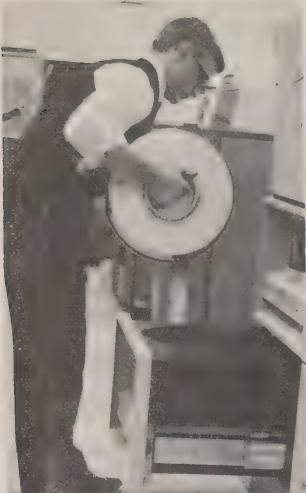
TO SIGNAL



ONTARIO SAFETY LEAGUE
TORONTO

And ride on the right!

MTC computer can provide accident facts for every 500 feet of highways in Ontario



by the former Department of Highways. Inevitably however, the computer began to play a large role in the program.

Paul de Valence, Computer Services Project Engineer, explained that in early 1968, accident data was fed into the computer. "At that time," he said, "we were using the old collision report form and since it was not designed for use by a computer, we set about codifying all the data. Of course, the O.P.P., local police, and at that time, the Department of Transport were also doing the same thing."

One year ago, all police forces in Ontario began to use a new collision report form. Says de Valence, "This form has taken us one step closer to complete automation which will no doubt, come within 5 years and is a tremendous achievement when you consider we have to process approximately 150,000 collision reports annually. The new form is, of course, self-coding and requires little preparatory work before the computer cards are prepared. The cards are fed into the computer which "reads" the cards and stores the information."

According to de Valence, engineers, police officials, the courts and the Registrar of Motor Vehicles Division require information pertinent to them. "Consequently, we need separate programs for these groups to retrieve the information they need."

For instance, explained de Valence, long range engineering

plans require information which reveals the efficiency of the road network system. To these men, for instance, the volume of traffic versus the cost of road building will effect to a great deal, what will happen in the future. On the other hand, traffic control engineers, who are constantly assessing the impact of their designs need specific information on, say, an intersection or perhaps a certain section of road. The police need information which will tell them if enforcement is needed at a particular point in the road system or if a specific traffic problem has been cleared up by tougher enforcement. The courts, of course, require very complete and specific collision reports to arrive at a decision and the Registrar of Motor Vehicles needs information on collisions because he is bound by law to make such reports to the Legislature.

But does this vast information gathering network affect the final design of highways? "It certainly does," says Mahony. Out of all the data comes a book called Traffic Volumes and Collision Rates. "We watch the collision rates rather closely and if a particular stretch of road starts to record a collision rate higher than the provincial average, we identify it as a problem area and try to find out what's wrong."

"We base our collision rate on the number of accidents occurring per million vehicle miles of travel. The fatal and fatality or death rates, however, are based on 100 million vehicle miles of travel."

Mahony says that the difference in the method of computing collision and death rates is simply the result of a policy decision to follow the system set out by the U.S. National Safety Council. "The resulting figures are easier to handle and compare to U.S. figures," he says.

Personal liaison with the O.P.P. officers in the province is important. Mahony, accompanied by Ministry of Transportation and Communications engineers, meets with O.P.P. officers on a regular annual basis to discuss traffic problems and methods of resolving these conflicts. There are 186 O.P.P. detachments in 17 districts around the province and representative from each detachment attend district meetings. Says Mahony, "We follow up on all their complaints, suggestions and observations. Their comments in many instances enable us to carry out studies of potential accident locations."

Mahony augments his impression of the statistics with his own first-hand experience by traveling almost 15,000 miles a year to collision scenes and trouble spots. According to Mahony, to a certain extent, the re-design of Highway 400 between Toronto and Barrie and Highway 11 north of Barrie, the re-design of the Queen Elizabeth Way and the construction of highway 41 to replace highway 17 east of Ottawa are dramatic examples of collision statistics affecting high level policy decisions.

Ontario's highways are some of the most closely watched roads in the world. Since 1945, the province has built up an accident reporting system that gives Ministry of Transportation and Communications personnel an accurate picture of the accident rate and traffic volume for every 500 feet of the 13,000 miles of highway in this province.

One of the originators of the program, Tom Mahony, MTC's Administrator of Transportation Safety, maintains it's the best system in North America. "We rate with the best on this continent and we're way ahead of some of the biggest states in the U.S."

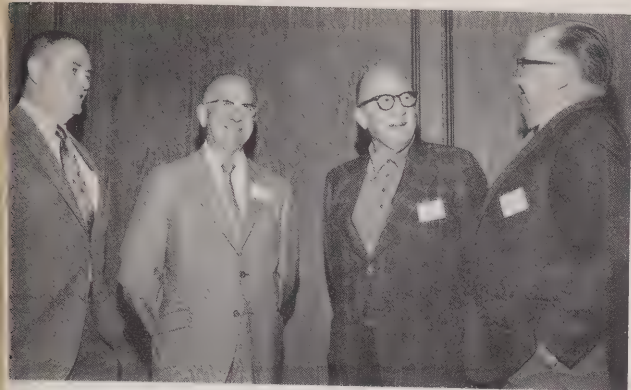
Mahony worked closely with the Ontario Provincial Police to set up a key point system in 1947. "The province is divided into 17 O.P.P. districts and we related our system to this division. In each district we agreed to designate well-known points such as junctions of highways, district boundaries, or county lines as reference or key points. We also established the mileage between these points. If an accident occurred at one of these points or near them, the investigating officer was asked to note this on the collision report. Eventually, the key points were situated every 500 feet or 1/10th of a mile on the highway and we gradually got a very detailed picture of what was happening on the road."

Mahony further explained that this knowledge greatly assisted highway engineers in the planning and design of highways. In addition, Traffic Engineers gain precise knowledge of the effect of lane markings or other physical aspects of the road on drivers. When the system was first set up, copies of the accident report were sent to Mahony and processed



Corporal D. W. Watson, Traffic Co-ordinator, Burlington O.P.P. (left), listens to a reply to his question from Ministry of Transportation and Communications' personnel (above). Left to right are Tom Mahony, Administrator, Transportation Safety, Toronto; C. R. Robertson, District Engineer, Burlington; H. Potts, Maintenance Engineer, Burlington; J. Gleason, Traffic Control Engineer, Toronto; and J. J. Martin, Traffic Analyst, Toronto.

Enforcement role in safety discussed by Senior Police



From left to right: Don R. Dering, 1st Vice-President, International Association of Chiefs of Police, Commissioner Eric Silk, Q.C., Ontario Provincial Police, James M. Slavin, Director, The Traffic Institute, Northwestern University, and Colonel James E. Kruger, Nebraska State Patrol, discuss points raised during the conference.

Missed meals may be one cause of collisions on the highway

Abnormally low blood-sugar levels, induced by missed meals, may be a direct cause of accidents.

This is the view of Miss M. S. Christian, Head of the Accident and Emergency Department at Exham Park Hospital, Slough, England. In accident studies she found that several truck drivers who crashed for no apparent reason had extremely low blood-sugar levels.

In three cases, the drivers were either confused, faint or ill but each recovered after a shot of intravenous glucose and a meal. One of them was diabetic and the other two were young and healthy. The common factor was that each driver had at least 12 hours' starvation.

This new danger was discovered

by Miss Christian during a survey she is undertaking of the "unknown factors" in road accidents.

The survey, which will also look into the effects of such factors as tranquilizers and diabetes, includes a question to establish the relationship between the time of the accident and the last meal.

Symptoms associated with low blood-sugar are weakness, drowsiness, dizziness, mental confusion, double vision, aggression and other abnormal behaviour. Because symptoms can show at levels not much lower than those after the normal 12 hour overnight fast, anyone undertaking a long journey should not skip a meal.

Truck drivers who make early starts without breakfasts are obviously at risk but so may be people on slimming diets. Just how widespread the problem is, is not known but clearly should be a matter of concern.

What do YOU watch on Television?

According to Dr. K. S. Sitaram, a mass media researcher at the University of Hawaii, violence on television may be a cause of reckless and irresponsible driving.

Sitaram, who spent two years comparing the television viewing habits of good and bad drivers, concluded that people who watch such programs as "Hawaii Five-O," "Mannix," "The FBI" or "Gunsmoke" tend to be more careless drivers than those who prefer "The Lawrence Welk Show," "The Courtship of Eddie's Father," or other non-violent

Road Safety Essay Contest open to students

Undergraduate engineering students are again reminded that the Student Road Safety Essay Competition sponsored by the Engineering Institute of Canada and the North American Life Assurance Company will be held in 1972. Papers from interested students are being accepted now.

Last year two Ontario Papers won prizes in the contest. E. Yu and S. Li of the University of Toronto took third prize of \$400 for their paper entitled *Roadsigns That Really Warn*. D. Wilson of Queens University took the \$200 fourth prize with his paper *The Traffic Sign and Road Safety*. First prize of \$1,000 went to R. Regimbald and P. Fecteau of the Ecole Polytechnique, Quebec. Second prize went to G. Crispin also of Ecole Polytechnique. He won \$600.

Top ranking State Police from: Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, New York, Ohio, South Dakota and Wisconsin and several senior officers from the Ontario Provincial Police recently attended the Annual International Association of Chiefs of Police, North-Central-Regional State and Provincial Conference, at the Regency-Hyatt Hotel, Toronto.

One of the sessions entitled "Concepts and Application of Selective Enforcement in Highway Safety", provoked comments from representatives. Assistant Commissioner J. L. M. Needham, Traffic Division, O.P.P., spoke of their operations and praised the excellent liaison existing between the Ministry of Transportation and Communications and the O.P.P.

Commissioner Eric H. Silk, Q.C., of the Ontario Provincial Police is Chairman of the I.A.C.P., North-Central Region.



THUNDER BAY — Premier W. G. Davis, during a recent trip to Thunder Bay, visited the Ministry of Transportation and Communications' exhibit at Canadian Lakehead Exhibition 1972. While at the exhibit, he drew the winners of MTC's bicycle draw. The draw was held to promote awareness of traffic safety among young cyclists. Winners were Marion Fowler and Danny Derkson, both of Thunder Bay. Above, Premier Davis and Chris Lecompte have a look at the bicycles that were given away.

Coming Events

SEPTEMBER 25-29—Motor Fleet Supervisors Course sponsored by the Ontario Safety League, Toronto.

NOVEMBER 13-14—Conference on Advanced Techniques in Motor Fleet Safety Management sponsored by the Ontario Safety League, Toronto.

For further information contact: Frank DeVenne, Ontario Safety League, Toronto 2B, Ontario

TRAFFIC SAFETY ROUND-UP

SPONSOR: **BARRIE KINSMEN CLUB**



BARRIE—Over 800 guests attended the annual Barrie Safety Patrol dinner, dance and awards night when it was held recently.

Celia Murray was awarded the Kinsmen Club Trophy for being the top patroller of the year while Sheree Baron received the Colonel Gary Lee Trophy as captain of the top school safety patrol of the year.

From left to right in the picture above are: Constable Bob Thompson, Safety Officer, Barrie City Police Department; Celia Murray, Codrington School, receiving the Kinsmen Club Trophy as top patroller of the year; Sheree Baron, Hillcrest School, receiving the Colonel Gary Lee Trophy for the top school patrol of the year; Dave Wismer, Safety coordinator for the Barrie Kinsmen Club; Staff Sgt. Ralph Berry of the Barrie City Police Department.

LETTERS TO THE EDITOR

Dear Sir:

As a full-fledged 'graduate' of the **ALL ONTARIO MOTORCYCLE SAFETY CARAVAN**, I thought you might be interested in a few comments about the course.

First and foremost, I can speak only in superlatives for the students involved. They were considerate of those who lacked knowledge about bikes, gave confidence and encouragement when needed and were genuinely interested in teaching the correct fundamentals of motorcycling.

In my own particular case, I knew virtually nothing about a motorbike. My instructor, Brian Gallup, was patient and considerate. Before long I was driving through a pylon course, over tires and teeter-totters. I was even able to make minor electrical and mechanical repairs to the bike.

My thanks for getting me involved in the Caravan. I now have a greater knowledge and respect for bikes and their riders.

With best wishes
Jacquie Perrin,
Women's Director,
CKWS-TV,
Kingston, Ontario.



OTTAWA—Design work on Canada's largest highway interchange near Toronto International Airport has won an "Award of Excellence" for FENCO Ltd., a Toronto engineering company. The award was made in Ottawa at the conclusion of the annual meeting of the Association of Consulting Engineers of Canada. The nationwide contest is jointly sponsored by Canadian Consulting Engineer magazine and the Association to recognize engineers in private practice.



SAULT STE. MARIE—Each spring for the past four years, Safety Officers with the Sault Ste. Marie Police Department have visited all 68 elementary schools in that city in an effort to impress

youngsters with the need for the safe operation of bicycles.

Bicycle safety lectures based on the Safety Office's Crusader Cycle Club are delivered to the student. The Safety Officers complete the program by putting a safety check sticker on each student's bicycle if it passes the test. If not, the child is given a card notifying the parent, to take home to the parent.

In the accompanying photograph, Constable Cal Marshall is checking Jason Pearce's bicycle. The East View Public School. The Constable is being assisted by safety patrol Kevin Taylor, kneeling in front of the bicycle. Kevin was selected as Safety Patrol Boy of the Year 1972.

Radar research and traffic safety

To prevent rear-end collisions on highways, Radio Corporation of America (RCA) researchers are developing radar units for cars.

Impulses from radar units, located on the front of test cars,

were bounced off reflectors fixed to the car ahead below the license plate. Meters revealed the speed of the leading car to the driver, and a buzzer and light were activated if the distance between the two cars became unsafe.



ontario traffic safety
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Hon. Gordon Carton, Q.C., Minister.
A. T. C. McNab, Deputy Minister.

W. B. G. Reynolds, Director of Safety.
Nick Douloff, editor.



ontario traffic safety

Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario

School safety materials now geared to specific age groups

New traffic safety materials aimed at elementary school children have been produced by the Safety Office, Ministry of Transportation and Communications. It is anticipated that the materials, aimed at specific age groups, will be used this fall when elementary school teachers order traffic safety teaching aids from the Ministry.

For children in kindergarten and grade one, a simple dot puzzle has been devised as a method of introducing Elmer the Safety Elephant's Safety Rules. A Home to School maze has been produced to help children in grades two and three pick the best route to and from school. It is designed to encourage discussion of safety rules and increase the child's awareness of traffic problems.

To help teachers maintain their student's interest in traffic safety, MTC Safety Office personnel have produced an Elmer crossword puzzle for grades four and five.

Pedestrian and bicycle quizzes have been designed with those children beyond grade five in mind. It is hoped the quizzes, based on knowledge of the traffic laws contained in the Highway Traffic Act, will enable the teacher to introduce the concept of traffic safety to these children many of whom may feel too old for the Elmer program.

In addition to this new material the Safety Office will again offer its teacher's guide on teaching traffic safety, a 24" x 36" wall poster of Elmer and his animal friends, each depicting one of Elmer's safety rules and a cut-out sheet, 34" x 44". The sheet is comprised of seven pen-pals of Elmer and his safety rules to be cut out and used individually or as a set of wall posters.

Order forms for this material will be going out to principals of elementary schools soon. •

New Canadian driver education textbook published in Ontario

Commissioned by the Ministry of Transportation and Communications, Ontario, McClelland and Stewart Ltd. Publishers, Toronto, have produced a new Canadian driver education textbook. Thirty thousand copies of the new textbook have been ordered by the Ministry for use by secondary schools in their driver education courses, beginning this fall.

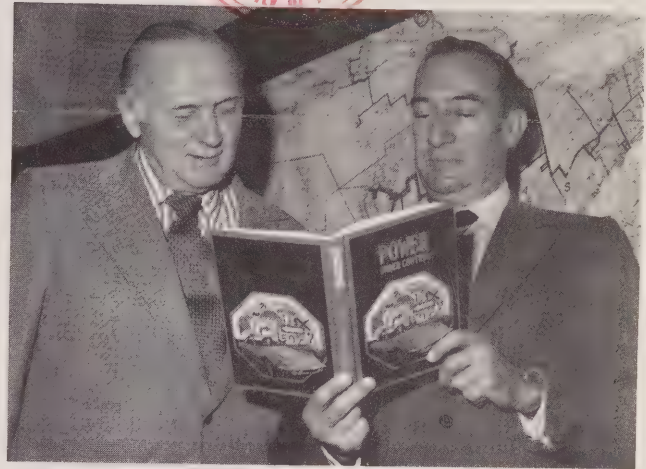
Entitled *Power Under Control* the book was written by Ontario driver education teachers and Quebec government officials and is intended to replace the current textbook *Sportsmanlike Driving*. Drafts of the new text were submitted to other provinces, car manufacturers, the Alcoholism and Drug Addiction Research Centre, the Insurance Bureau of Canada, the RCMP and the Ontario Provincial Police for their suggestions and comments.

The old text was American in origin and in many instances failed to relate to the Canadian scene. The new text, produced by Canadians has been designed for use right across Canada.

In announcing the publication of the new text, Ministry officials said that MTC is bound by regulation to supply textbooks for the driver education course in Ontario's secondary schools. Costs to the government will be reduced by half.

A French edition of *Power Under Control* is also planned for use in French-speaking areas of Ontario and for the Province of Quebec. McClelland and Stewart officials say they are hopeful that other provinces will adopt the new text as the standard textbook for their driver education courses. They also plan to sell the book to the general public in bookstores across the country.

The purpose of Ontario's driver education program is to teach young people proper driving techniques and safe driving habits at a time when they are most receptive to them—before they get



A. T. C. McNab, Deputy Minister (left) and R. H. Humphries, Registrar of Motor Vehicles, Ministry of Transportation and Communications, Ontario, look over an advance copy of "Power Under Control", the new Canadian driver education textbook.

their regular licence. This is particularly important when one considers that the 16 to 24-year-olds represent 19 per cent of all licensed drivers but are involved in 31 per cent of all collisions.

However, evidence from many jurisdictions in Canada, indicates that young drivers who have been trained in comprehensive courses of instruction in the theory and practice of safe driving have significantly fewer collisions and traffic violations. This factor has been recognized by the automobile insurance industry which grants a reduction in the surcharge for drivers in the 16 to 24-year-old range, who have successfully completed the course.

Since driver education was first introduced in Ontario in 1948 in the Kitchener-Waterloo Collegiate and Vocational School, the program has expanded considerably.

At the end of the school year in June 1972, 543 of the 575 secondary schools in Ontario offered this course to their students. In the school year 1971/72, over 27,000 students graduated from

a secondary school driver education course. It is expected that the number will be over 30,000 this year.

Teachers were trained throughout this period to handle the growing student population. At the end of 1971 there were 964 qualified secondary school teachers in the program. This summer another 150 teachers became qualified to teach driver education by attending a teacher preparation course sponsored jointly by the Ministry and the Ontario Motor League.

Most of this growth occurred in the last decade and was heralded by a joint statement of policy on driver education by the former Department of Transport and the Department of Education. The statement outlined minimum course standards. In 1971, the Ministry of Transportation and Communications issued course outlines for both the secondary school course and the teacher preparation course thus producing minimum student and teaching standards right across Ontario. •

Traffic safety records cannot be attributed to one cause

How can one community go for years without experiencing a traffic fatality and yet others of comparable size and outlook find it difficult to maintain a fatality-free record? To find an answer to this question we recently visited three Ontario communities singled out for special awards by the Canada Safety Council for their outstanding traffic records.

Arnprior, Hespeler and Port Credit have completed a total of 34 years without experiencing a traffic fatality. Two of these towns, Arnprior and Hespeler, have established national records.

Situated north-west of Ottawa on Highway 17, Arnprior's last traffic fatality occurred on March 6, 1953. This year the town received a special safety award to commemorate their 18-year fatality-free record. "You have to hand it to the public," says Chief of Police William Parsons. "Without the public's co-operation in this matter we wouldn't have the record we do. We have a police force of seven men, including me, and one cruiser to look after a population of 6,000. None of my men are designated as safety officers but they conduct themselves as though they are."



"You've got to hand it to the public," says Chief Parsons.

Mayor Hugh T. Cranston agreed with Chief Parsons. "The police do an excellent job but without the co-operation of our citizens and tourists we wouldn't be so fortunate."

There is no specific, continuing local safety program in Arnprior. Says Murray Rowe, Public Safety Consultant, Ministry of Transportation and Communications, "I approached Town Council



Arnprior has a population of 6,000 and lies north-west of Ottawa.

once with the idea of a local safety council but after discussing the proposal Council felt the town didn't need one and the matter was dropped."

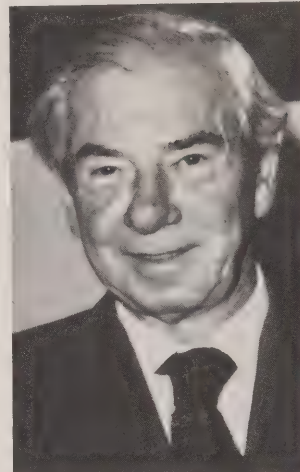
However, the elementary schools maintain a school patrol program and the police do get involved in the training of students for the position of patrolers. The police also organize rodeos based on material from the Ministry of Transportation and Communications' Crusader Cycle Club program for the almost 1000 youngsters in Arnprior's elementary schools. Mayor Cranston feels this is valuable safety training for future citizens of the town. In addition to the school patrol program, Arnprior's high school has conducted driver education classes for eligible students for over 10 years. "This may also contribute to our traffic safety record," said Mayor Cranston.

Enforcement of traffic laws does not seem to be a preoccupation of the Arnprior police. "Excluding parking offences we laid 233 charges under the Highway Traffic Act and 27 charges under municipal by-laws last year," says Chief Parsons. "The major part of our work load is not in this area."

Sean Finlay, editor of The Arnprior Chronicle says he and his staff have thought a lot about Arnprior's safety record. "But I really don't know why this town has gone as long as it has without a traffic fatality. My impression of drivers in Arnprior is that they are unconsciously practicing defensive driving. They look out for other people on the road. Let's also remember the town is small so drivers know where the danger spots are. For instance, three out of our five elementary schools are

in one area so you know you have to be careful going through there."

Finlay says he prints editorials at least once a month concerning traffic safety or a related topic. "We also print back to school



"The police do an excellent job," says Mayor Cranston.

messages and holiday messages but it's our policy not to cover traffic court. We do run stories of collisions."

John Curry, editor of the Arnprior Guide was equally at a loss when asked to explain Arnprior's record. "It's a small town with only two traffic lights and two cross-walks. Traffic volume is low and there are not many speeders in the town. But people are killed in collisions not far from here on the highway."

It's also the policy of The Guide not to cover traffic court but Curry says he publishes editorials and collision stories.

Murray Rowe, MTC's Public Safety Consultant has been located in Eastern Ontario as a safety consultant for almost 13 years. "As I recall," says Rowe, "They were the second community in Eastern Ontario after Ottawa to establish driver edu-

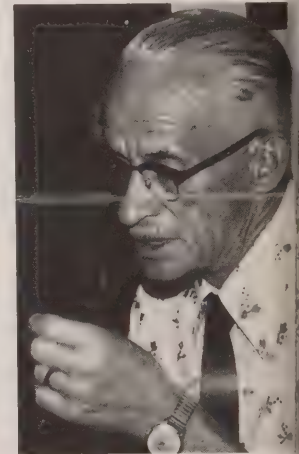
cation in their secondary school about 10 years ago and also one of the first to invite provincial vehicle inspection lanes into their community. The townspeople are simply very interested in traffic safety."

HESPELER

Hespeler, with a population of 6,200, lies in a south-westerly direction from Metropolitan Toronto on Highway 401. The town has not recorded a traffic fatality for 11 years. There are two traffic lights and one crosswalk in Hespeler. "Although this is a small town from a population standpoint," says Mayor Wake, "we're part of a large urban area. Preston and Galt are just south of us on the other side of 401 and there is a lot of outside traffic going through Hespeler."

"I don't think I can attribute our safety record to one cause," continued Mayor Wake, "I'm sure our record has been established because of effective law enforcement, our very active safety program, safety publicity in the local press and to a certain extent, the geography of the town."

In the matter of law enforcement, Chief of Police Frederick R. Stewart says last year his force of 10 officers laid almost 1,000 charges under the Highway Traffic Act and over half were for speeding. "I think our safe-



"Safety programs are effective," says Mayor Wake.

record has been established because of effective law enforcement." In addition to HTA offenses Hespeler police also may out 153 tickets for municipal law infractions.

The Police Department carried out the traffic safety program, Hespeler. According to Ch

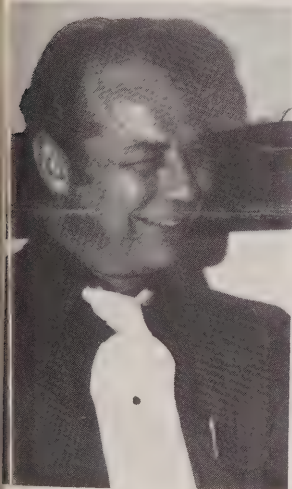


West of Toronto on Highway 401. Hespeler has a heavy north-south flow of traffic.

Stewart, the force has one safety officer, Corporal Ralph Eagle. The program however, is confined to elementary school children—there are about 1,500 of them in Hespeler—and does not extend directly to adults.

Mayor Wake, nonetheless, feels that the program is most effective. "It covers the use of bicycles and crosswalks. The Elmer program and the school patrol program make up the balance of our safety effort. We get good cooperation from the press and the parents."

Geographically, Hespeler is quite hilly and says Mayor Wake it does slow traffic down. "There are no broad straight streets, no place you can really



"Strict law enforcement is the answer," says Chief Stewart.

pick up excessive speed. This fact that strict law enforcement tends to keep traffic moving at a slow pace."

tan Markarian, staff reporter at Hespeler bureau manager for the Galt Evening Reporter, feels that the actions of Hespeler's

Town Council have a great deal to do with the promotion of traffic safety. "When we had a potentially dangerous situation for school children on Galt Street, recently, Council approved the use of extra school patrols and as soon as the weather permitted, a sidewalk was put in to alleviate the situation."

According to Markarian, The Evening Reporter carries feature stories and pictures of school patrols, driving tips for adults provided by the Police Department and stories of collisions with over \$500 damage, injuries or fatalities. Drunk driving convictions are also published.

Burt Wallace, MTC Public Safety Consultant, in evaluating Hespeler's success, agreed with the Mayor. "But, you can't overlook the fact that the town is small. Life is slower. The Mayor has always been interested in traffic safety and since he's a local businessman as well as being the Mayor he's well known and listened to." People are no better in Hespeler than elsewhere. Geography, law enforcement, safety



"We have no continuing safety program," says Chief Munro.

programs and I guess civic pride have mixed to produce a good safety record."

PORT CREDIT

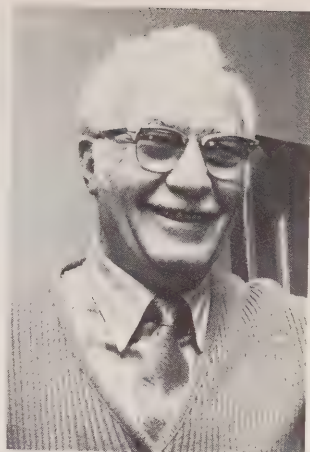
The third town on our list, Port Credit, is south-west of Toronto and has a population of approximately 9,500. Although Port Credit has maintained its own political identity, it is physically part of the larger town of Mississauga with a population of 160,000. In addition, Highways 2 and 10 meet in the business core of Port Credit. This densely populated area is in turn physically part of the Toronto urban area and exhibits many of the same traffic problems. However, Port Credit has maintained a fatality free record for the last five years.

When asked why, both Mayor Cy Saddington and Chief of Police A. D. Munro said they had no answer. "We don't have a safety council here nor do we have any kind of continuing safety program," says Mayor Saddington. "The adult crossing guards, I think, do a good job of protecting school children and the police are certainly safety conscious. Unfortunately, I think people here take our record for granted."

Says Chief Munro, "We patrol approximately 16 street miles in Port Credit with two cruisers. Altogether there are 15 men on the force. Despite the fact that public transportation takes a lot of people off the road, traffic is very heavy here. Industry brings many workers into Port Credit particularly on Highways 2 and 10."

Some officers go into elementary schools but not on a regular basis explained Chief Munro. "We conduct classes on bicycle safety and rules of the road but we really lack the resources for a full time campaign. Occasionally the Mississauga police help us out."

I'm surprised someone hasn't been killed at the corner of Highways 10 and 2," said Mike Solomon, City Editor of the Mississauga News. "There are a lot of accidents on that corner."



"People take our record for granted," says Mayor Saddington.

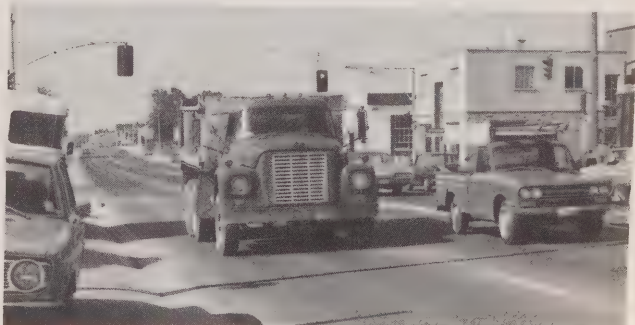
"But I suppose the traffic lights stop traffic from moving quickly through the town. There is a lot of community feeling in Port Credit but I think it manifests itself politically. They want to maintain a distinction between Port Credit and Mississauga. I've been around here for about six years and I can't recall people in Port Credit making traffic safety an issue."

Solomon says he runs stories of collisions as they happen, court reports and the occasional editorial. "But I don't know if they do any good. It's difficult to overcome the 'It's not going to happen to me' philosophy," he concluded.

In all three towns, citizens reflected the opinions of community officials. It would seem that subjectively people are unable or unwilling to set up a definite cause/effect relationship between what happens on the road and traffic safety.

Our survey revealed no obvious prerequisites for traffic safety. All three towns represent a good cross-section of traffic volume, population, location, traffic safety programs and civic pride in Ontario.

How these factors blend to produce a fatality-free record remains to be discovered. •



Highway 2 goes straight through Port Credit.

Ontario to issue multi-year and 'own choice' licence plates in 1973

Ontario has announced plans to issue multi-year passenger car licence plates starting in 1973. Licence plates for commercial vehicles, buses, motorcycles, snowmobiles and farm vehicles will continue to be issued as required on an annual or quarterly basis.

Multi-year plates are expected to last from three to five years, but registration fees will still be payable on an annual basis. The annual cost for an eight-cylinder car will be \$40; a six-cylinder vehicle \$32; and \$23 for a four-cylinder car. Trailer fees will remain at \$5 per year.

The new style licence plates are the result of extensive testing and evaluation of various paint and metal combinations. Metal used in the multi-year plates is 25 per cent heavier than previous types and is given a special galvanizing treatment prior to the application of the enamel.

The plates will have blue letters and numerals, three of each, separated by a crown on a white background with the name "On-

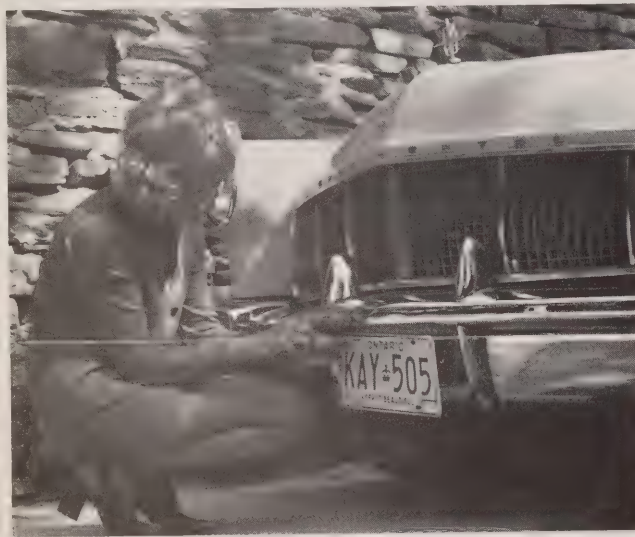
tario" above and the slogan "Keep it Beautiful" below.

At the same time, Ministry of Transportation and Communications officials announced that requests for special number plates for passenger cars and station wagons will be accepted immediately. Requests he stressed, should be sent as soon as possible to the Special Plate office, Ministry of Transportation and Communications, Macdonald Block, Queens Park, Toronto 182. Cost to process such a request will be \$25 in addition to vehicle registration fees.

If the number requested has been previously allocated or is otherwise not available the fee will be returned.

Some combinations of letters will not be made available out of respect for good taste.

Certain series will be reserved for Members of the Legislature of Ontario, Members of the House of Commons and Ontario and Federal government vehicles, doctors and diplomats.



A sample of "own choice" licence plates which will be available in Ontario for the first time in 1973. The plate features three letters and three numerals in blue on a white background.

TRAFFIC SAFETY ROUND-UP



ST. CATHARINES — Sgt. Harry Artinian, Safety Officer with the Niagara Regional Police recently delivered five "sermons of safety" to St. Alfred's Church Parishioners in St. Catharines. This was the first time such a sermon had been given in the diocese. Sgt. Artinian's 12 minute talks were planned with Father A. M. McNicholl, the pastor, in order to reach the entire family on the subject of safety.

THUNDER BAY — The first child to reach radio station CJLX Thunder Bay, by phone on a weekday morning gets his safety slogan read on the air.

Since 1964, Dresswell Cleaners, Thunder Bay, have sponsored this safety slogan program called "Dresswell Telephone Time for Small Tykes".

More than 2,000 children have phoned in their safety slogans to the program. Each participant gets a prize, such as a theatre pass or record. The child with the best slogan of the week gets a certificate of merit, a drycleaning credit note for \$1.50 and a silver dollar from Dresswell Cleaners.

These are just a few of the slogans: *When you go swimming in the lake, stay away from drop off's, for goodness sake; Do not swim where it is deep, this safety rule be sure to keep; When you walk to school each day, cross the streets and do obey; So cars can see you at night, you better wear something bright!; When you walk to school each day, the traffic rules you should obey; And if you do not do what they say, some day you may not be going that way. When you ride your bike at night, remember to wear white, so drivers can keep you safely in sight!*

The program is, according to all reports, still going strong.

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Hon. Gordon Carton, Q.C., Minister.

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Dunlop claims new tire will end collisions due to tire failure



Tom French (left) of Dunlop Limited (U.K.), Manager of Tire Development and Hon. Gordon Carton, Q.C., Ontario Minister of Transportation and Communications have a close look at Dunlop's new tire during a recent test program.

Claiming his company's new tire will permit a driver experiencing a flat tire or blow-out to proceed without interruption at 50 mph for 100 miles, Dunlop Canada Ltd's president Brian E. James predicted an end to collisions caused by tire blow-outs.

James said, "The new tire, developed by Dunlop designers in the UK, could be available in production quantities as soon as early 1974."

Dunlop, according to company officials, has carried out hundreds of tests at speeds of up to 100 mph under deliberate 'blow-out'

conditions by using an explosive device inside the tire. In every test, the car was able to continue without loss of driving control they said.

James said that the Dunlop design concept features a special low-profile tire and wheel rim. This combination makes it virtually impossible for the tire to become dislodged from the wheel on deflation. A newly developed lubricant sealed into the tire prevents the overheating and internal damage which destroys a standard tire after as little as one and a half miles of low speed driving.

Ontario takes top awards in truck rodeo



Stewart W. Hymers (right) accepts grand championship trophy from Ray Bennett, Chairman, B.C. Rodeo Committee at the awards banquet.

Fittipaldi wears safety belts to go shopping

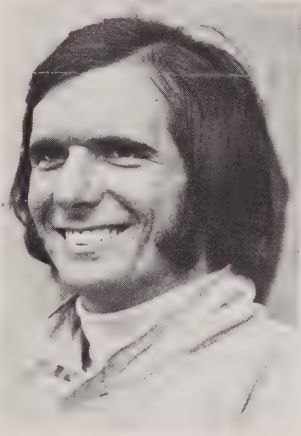
World champion auto-racing driver Emerson Fittipaldi and his wife always wear safety belts in their car, "even to go shopping." Such was not always the case according to a report published in the Globe and Mail.

They didn't have them on one day in July, 1971, when driving down a country road in the south of France. They came up behind another car, which moved to the right shoulder of the road and the 25-year-old Brazilian started to pass.

Suddenly the car in front made a left turn toward another road. In the ensuing crash (the only accident Fittipaldi has ever had) the young driver hit the steering wheel, breaking three ribs and his left thumb. He was out of racing for a month.

His wife hit the windshield and was also badly injured.

Besides teaching the Fittipaldis the sanity of wearing safety belts, the accident also helped Emerson and his wife realize that there is



Emerson Fittipaldi.

much more risk on the road than on the racetrack.

It also led to Fittipaldi working on a traffic safety campaign last year in Brazil, where he lives five months of the year.

Ontario representatives walked away with the grand championship and the team championship at the recent 25th annual truck rodeo championships in London.

Stewart W. Hymers, driver for Listowel Transport Lines Ltd., Atwood, is this year's Grand Champion. Hymers also took first place in the five axle truck division.

The Ontario team was made up of Keith R. Rosenberger, driver for J. M. Schnieder Ltd., Kitchener, John A. Wilkinson driver for Allen Industries Ltd., Hamilton and Hymers.

The national rodeo is held annually to promote safe and skilful driving among truck drivers. Contestants come from all over Canada.

You're only four minutes from hospital by ambulance

If you consider the thousands of lives and millions of dollars wasted in traffic collisions each year, in Canada, an efficient centralized ambulance service and qualified ambulance staff can no longer be seen as a luxury. Ontario, in 1968, took the first step towards establishing such a service by setting up the Emergency Health Services division of the Ministry of Health. Since then remarkable progress has been made in the quality of casualty care.

In any big city in Ontario you're only four minutes from a hospital—by ambulance. The time may stretch to 15 minutes on a highway in Southern Ontario and can go up to 30 minutes in the area north of North Bay. "The average time it takes an ambulance to get from the scene to a hospital, of course, varies with the mileage and traffic conditions but I think these times are fairly accurate," says Fred Skelton, Manager, Development and Operations, Communications System, Emergency Health Services, Treatment and Rehabilitation Division of the Ministry of Health, Ontario.

Since the inception of the ambulance service as an insured benefit in 1968, Skelton has directed the growth of a communications system which now enables EHS headquarters in Toronto to keep in touch with any ambulance no matter where it is in the province.

Explained Wilf O'Brecht, Executive Officer, EHS, "We've broken the province down into areas, regions and districts. The entire organization does not physically exist yet but we are making progress. The final form of the organization will depend on patient flow."

Heavily populated urban areas have a concentration of facilities, including ambulances, and will exert influence not only over the immediate urban area but also over the area surrounding a city. "Consequently," says O'Brecht, "You'll find casualties are taken into these cities and this is what we mean by patient flow."

Since 1968, all ambulances have been equipped with radios. There are 425 in the province, of which 330 are owned by the Ministry of Health," says O'Brecht. "As an ambulance driver moves through the various regions or districts he reports to the local dispatcher by radio and that way we can keep track of him. It's not uncommon for an ambulance to be bringing a patient from, say, Ottawa to Toronto because a doctor orders it. If he's running empty on the way back to his home base a local dispatcher may

use him. Local dispatchers of course know where their vehicles are at any time."

"And as you can see," Skelton says, pointing to a map in his office, "we have 210 dispatchers with their own ambulances in every major centre and many minor localities right across the province."

O'Brecht further explained that there are five major types of ambulance services, all under the control of the provincial government, in Ontario. First, there are the Emergency Health Services. Vehicles and staff in these services are under the direct control of the Ministry of Health.

Secondly, there are municipal services which are run by municipal governments in places like Toronto and Lindsay. There are also hospital ambulance services which are run by local hospitals. In addition, there are a number of private ambulance services and, finally, there are some volunteer services.

"We finance all of these services," says O'Brecht, "and we also supply them with vehicles. You no doubt have noticed the new blue and white van ambulances, well, these will eventually replace all the older units. We also set down the qualifications for the position of driver-attendant."

Outlining the philosophy of the Service, O'Brecht says that an ambulance service should be considered an extension of the emergency department of a hospital. "As our director, Dr. N. H.



Stan Hazell, Ambulance Care and Training officer demonstrates how dispatchers will use a new dispatching board being installed on a triage basis in Windsor.

McNally, has stated, our aim is to raise the 3,000 driver-attendants in the province's ambulance force to paramedical level."

The current minimum requirements for the job of driver-attendant stipulate an applicant have a St. John's Ambulance or Red Cross First Aid certificate; a chauffeur's licence and be 18 years of age.

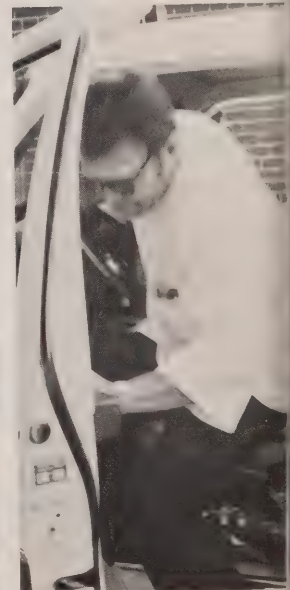
Approximately 1,500 driver-attendants have taken a month long course in the fundamentals of casualty care in an effort to up-grade themselves. During this course they studied anatomy and physiology; emergency patient care; light rescue; advanced first aid; ambulance communication and legislation (all driver-attendants must be qualified restricted radio-telephone operators); and defensive driving. The entire ambulance force will be at this level in the near future.

So far, 16 driver-attendants

have completed an advanced course held at Hôtel Dieu Hospital in Kingston. "This year we will have 12 men enrolled in the course. In this course, they will study physiology, basic hospital care; operating room technique; anesthesia; psychology; inhalation therapy; electro-cardiology; obstetrics; professional ethics, occupational and environmental



New blue and white ambulance vans will eventually replace all the old units.



Well qualified driver-attendants move quickly and efficiently loading and unloading their vehicles. They maintain speed limits traveling to and from their calls.

safety; intravenous therapy; emergency assessment and treatment of injuries; and dynamics of supervision.

"These men graduate as trained medical assistants and clearly

the graduates of this course will be employed in ambulance services or as hospital attendants to meet the growing demand for qualified staff.

On an annual basis, approxi-

to exceed the posted speed limits going to and from the accident scene." This is done to ensure the safety and comfort of patients and ambulance staff.

Since communications are very close between all police and fire departments and the Emergency Health Services Division, all collisions are reported to the Division and an ambulance will be dispatched if necessary. The whole process is done by radio. "If no police official is present at the scene, and there is a telephone

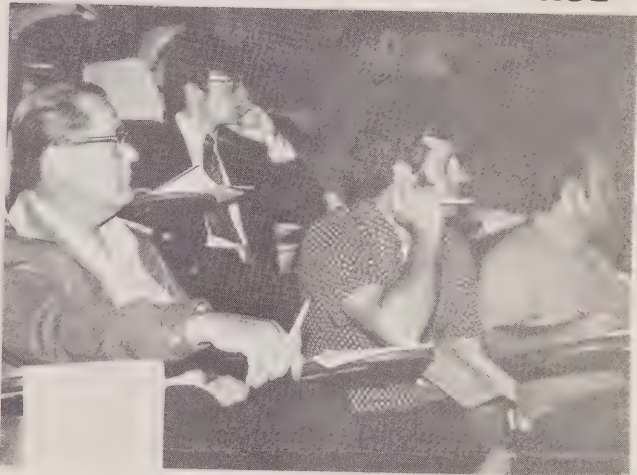
handy," says Skelton, "you can phone Zenith 90,000. That number will get you a telephone operator. You merely request an ambulance and give her your location and she looks after the request—but you must give her your location."

Collision victims may be cared for before an ambulance arrives "but," says O'Brecht, "you should be trained in first aid techniques. Frankly, I think every driver should be a qualified first-aider."

THE RIGHT OF WAY

"Lady, the right of way isn't something you have, it's something somebody gives you and if they don't, Sister, you ain't got it," Australian cab driver to lady with whom he was involved in a crash.

ENROLLMENT UP 50 PER CENT IN TEACHER TRAINING COURSE



Enrolment was up 50 per cent in this year's teacher training course in driver education. The three week courses drew 149 secondary school teachers from across the province as opposed to 98 last year. There are now over 1000 trained secondary school teachers teaching driver education in Ontario.

The training course sponsored by the Ontario Motor League in cooperation with the Ministry of Transportation and Communications is designed to prepare teachers to teach the classroom and in-car phases of Ontario's driver education course.

Right, Fred Montpetit, who recently qualified as a Master Instructor, introduced the concept of driver education to new teachers at one of the Ottawa courses. Montpetit is co-ordinator of special education for the Welland County Separate School Board.



Courses were held at London, Hamilton, Toronto and Ottawa.

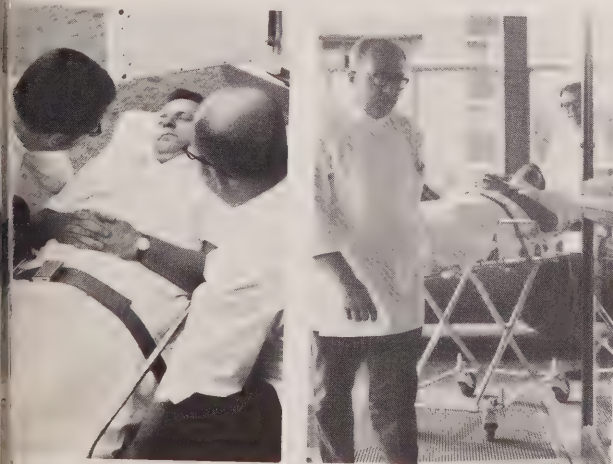


Driver-attendant William Chater, at the wheel, checks to make sure that Attendant Nelson Rafuse and the "patient" are secure before moving the ambulance. The patient is George Stokes their General supervisor at York Ambulance, Toronto. Stokes says that the government has vastly improved the Service.

They are heading for supervisory jobs. They will act as liaison between ambulance and hospital staff," says O'Brecht.

In addition, Humber College has prepared an Emergency and Casualty Attendant Program in cooperation with the Ministry of Health and the Ontario Hospital Association. The course is to a great extent based on the Hotel Dieu project and it is anticipated

that approximately 350,000 calls are placed for ambulances in Ontario. Over one third of them originate in the greater Toronto region. Says O'Brecht, "The true emergency case forms only a small percentage of our work and I would say our response to a collision situation is very quick. Consider also that our drivers must operate within the Ontario Highway Traffic Act and are cautioned not



Chater (left) and Rafuse carefully take their "patient" out of the ambulance and wheel him into the emergency department.

General Motors plans cold weather test facility in Kapuskasing

A permanent General Motors cold weather test facility is scheduled to go into operation early next year in Kapuskasing says General Motors of Canada President John D. Baker.

GM initially began winter testing its products in Kapuskasing

25 years ago and has conducted extensive programs there for the past 17 consecutive years. The volume of testing has increased tremendously in the past three years said Baker.

According to GM officials

Kapuskasing is a preferred area because winter temperatures are predictable and the area is accessible. Cold weather tests are conducted in temperatures ranging from zero to minus 40 degrees Fahrenheit.

Tests conducted by GM include coldstart and driveway, defroster capability, heater operation on the highway and in the city, traction, accessory (car warmer and block heater) evaluation and overall general performance and durability.

Loose loads hazard to others

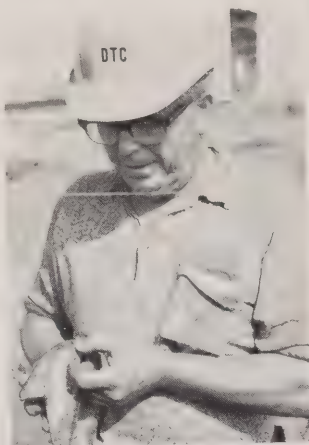
Loose loads, whether they be on trucks or passenger cars, present a hazard to other road users and highway maintenance personnel.

To illustrate what we mean, we recently interviewed Alvin Moss an equipment operator attached to the highway maintenance staff of the Ministry of Transportation and Communications' Hamilton District.

To Alvin Moss, August 14 began like any other work day. He had breakfast, a cup of coffee, "I never eat a big meal until supertime", left his Stoney Creek home and drove to his job in Burlington.

At eight o'clock he drove a grass mower out to the Burlington Bay Skyway bridge and began cutting the grass in the highway right-of-way under the northbound lane of the bridge. About an hour later, close to nine o'clock, MTC engineers surmized that a scrap truck began negotiating the northbound lane while Moss still cutting the grass beneath moved in the opposite direction to the truck. Nearing the top of the bridge the truck hit a bump and a piece of steel weighing approximately six pounds fell from the truck, hit the road, bounced up against the bridge railing, slipped through the railing and fell 96 feet through the air. It then struck Moss' head, shattering his safety helmet.

As Moss later recounted, "I had my head turned looking down at the blades of the cutter." Smiling he said, "I was looking for pieces of steel or garbage that might foul up the blades. Suddenly, all I saw was stars. I had no warning of what was about to happen. I shut the machine off



Alvin Moss, equipment operator, Hamilton District, has a close look at the piece of steel that hit him. The six pound object smashed his safety helmet. Moss escaped with a pulled neck muscle.

and walked over to a pier until I felt I could drive the tractor again at which point I went back to the yard and I was taken to the hospital."

Moss was later released with a pulled neck muscle.

Says Harry House, Burlington Bay Skyway Bridge foreman, "We've had men mowing the grass under that bridge for 14 years and nothing has happened. But the men wear safety helmets as a matter of course even if they do complain. I don't suppose I'll hear too many complaints now though."

Without a doubt, Moss would have been killed if he was not wearing his helmet. The piece of steel hit him just to the back of his head.

MTC camera records shape of roads



From early spring to late fall Ministry of Transportation and Communications staff have been collecting data on the physical state of Ontario's 13,000 miles of King's Highways.

The main recording device is a camera installed in a MTC vehicle. Since the program's inception in 1970 over 12,000 miles of road have been completely filmed. The camera is suspended from the roof of the car and hangs down at about eye level on the passenger side. Triggered by an electronic device the camera takes one frame every 75 feet. The driver maintains a speed of approximately 50 mph when filming.

Purpose of the program is to build up a year by year pictorial history of the highway system to enable policy makers, road contract reviewers and designers to refer to particular sections of road without having to go to the actual site. Pavement and shoulder width can be estimated accurately by a grid system devised for that purpose. In addition, Ministry officials can use the film to pinpoint hazardous locations and verify mileage.

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Ontario to develop safety programs for truck drivers

In response to a number of suggestions from the public, concerning traffic offences such as tailgating by some commercial vehicle drivers, the Ontario Government has set up a task force to see what can be done about it.

"The majority of commercial vehicle drivers are competent, careful and courteous," Hon. Gordon Carton, Q.C., Ontario's Minister of Transportation and Communications, said. "But since becoming Minister in this area of responsibility, I have been increasingly aware of complaints from the public regarding trucks that exceed the posted speed limits, tailgate automobiles, and block traffic by laboring upgrade

side by side on dual lane high ways.

"Commercial vehicle drivers are breaking the law by these actions. But, let's face it, the police cannot be everywhere at once to enforce the law. I believe the answer lies in continuing safety programs directed at truck drivers and sponsored by transport companies and associations.

After consultation with a number of safety-oriented organizations, a task force was set up to develop an information and education program aimed at persuading truck drivers to exercise greater care, courtesy and consideration for other road users."

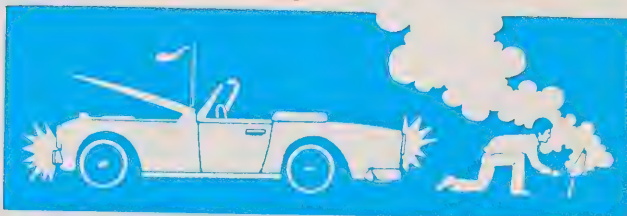
Named to serve as members of the task force were: W. B. G.

Reynolds, Director of Safety, and C. E. Laybourn, Administrator, Public Safety Programs, Ministry of Transportation and Communications; J. K. Glover, Vice-President and General Manager, W. B. Bennett Paving and Materials Ltd., Oshawa, and Secretary, Aggregate Producers Association; W. E. Linder, Safety and Labour Relations Manager, Husband Transport Ltd., London and

Chairman, Council of Safety Supervisors, Automotive Transport Association; R. J. Roussel, Representative, Canadian Brotherhood of Railway, Transport and General Workers; J. H. Perry, Manager, Personnel Services, Brewers' Warehousing Co. Ltd., and Vice-President, Motor Vehicle Safety Association; J. W. P. Draper, Director of Safety, Workmen's Compensation Board.



Let the police know you are stranded



The Ontario Provincial Police want to be able to identify you if you happen to be stranded on the highway.

The quickest way to let the OPP know you need help is to raise the hood of your car. That way, a passing OPP officer will know you need help.

You might also consider turn-

ing on your emergency four-way flashers and tying a white handkerchief to your antenna or door handle. You may even use flares if you have them.

If you experience mechanical difficulties with your car remember to get your car as far off the roadway and on to the shoulder as possible.

YOU

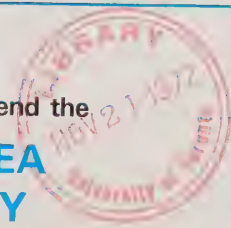
are cordially invited to attend the

**SUDBURY AREA
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Sudbury, Ontario

January 11, 12, 13, 1973



We need your ideas and advice on these important topics:

- Traffic law enforcement
- Engineering highway safety
- Traffic safety education
- Motor vehicle administration
- The role of young people in traffic safety
- Alcohol and drugs and road safety

PLAN NOW TO ATTEND

Brockville cyclists benefit from training and law enforcement program

Encouragement from the top and the dedication of the Brockville police force to the goals of their traffic safety programs has paid off for the 20,000 citizens of Brockville. Says Mayor J. G. Broome, "I realize that it may be difficult to evaluate a safety program but it is, nevertheless, a legitimate concern of every community."

For three years, now, Brockville has not recorded a traffic fatality.

But perhaps the most dramatic consequences of Brockville's safety program has been the reduction of bicycle collisions involving juveniles. From 18 reported bicycle collisions in 1968 involving juveniles, collisions fell to four in 1969 and have stayed around that level to the end of 1971.

According to Constable Dean Humble, Brockville's Traffic Safety Officer, the level of collisions has fallen for this age group because a compulsory bicycle course has been instituted in the schools. "The course is based on the Ministry of Transportation and Communications Crusader Cycle Club course and it was used in time to affect the 1969 statistics."

Humble went on to explain that the increasing use of bicycles and number of older cyclists are beginning to make their impact

on collision statistics. "In the first nine months of this year, we had 7 juveniles involved in collisions but 7 adults were also involved in collisions including one 30-year old."

This year 682 children between the ages of nine and 14 were taught how to operate a bicycle properly and the rules of the road in Brockville elementary schools. "The course begins in January and ends in March. During this time students are taught a theoretical approach. At the end of this time we have a bicycle rodeo and the students get to practise the manoeuvres they've studied. Children in Grade 4 and below are not allowed to bring bicycles to school."

In addition to teaching youngsters how to operate bicycles, the Brockville Police keep close watch of cyclists on the streets. To date they have issued 533 warning cards and follow-up letters to juveniles for traffic offences ranging from riding a bicycle with no lights to disobeying stop signs. Says Chief of Police N. L. Sterritt, "We started issuing the warning cards in April, this year, and of the 533 individuals warned only 35 have been repeaters. The parents and the children take this very seriously. We leave the punishment, if any, up to the parents."

President of the Brockville

Safety Council, Doug Wilson, describes co-operation between the city's police department and the Council as being very close. "We try not to duplicate our efforts and in many cases work on projects together. Our local service clubs and merchants are, of course, most helpful." Chief Sterritt also stressed that many officers in his 30-man force get involved in community activities

which touch all age groups. "This way we can keep in touch with the community and particularly young people because that's where we are here for—to serve them."

Asked what would happen if the police force withdrew its support of the traffic safety effort in Brockville, Chief Sterritt replied, "I've experienced a similar situation and I wouldn't want to go back to it."



Doug Wilson (left), President of the Brockville Safety Council and Const. Dean Humble have a look at Brockville's safety record.

Survey findings indicate first-aid courses reduce accident frequency

Are trained first-aiders more safety conscious than the untrained? Preliminary research findings on St. John Ambulance Orillia project tend to confirm that they are.

"In the Orillia project, which was begun in February 1970 and ended in June 1972 we wanted to affect the industrial accident rate. We trained about 25 per cent of the general population of Orillia in that time in the fundamentals of first aid," says Mrs. C. Sclanders, Director of Communications, St. John Ambulance, Toronto.

Early indications from Toronto's York University research team are that Orillia has experienced a one third drop in industrial injuries "but," says Mrs. Sclanders, "we've also noticed that people use their first-aid training and its approach more and more at home. For instance, a large number of respondents chosen at random indicate they use car safety belts now."

This trend is encouraging when you consider that in Canada about one half of accidental deaths are traffic deaths. For

every reported traffic death in Canada there are 35 reported cases of personal injury and 65 cases of property damage.

"I think every driver should be a qualified first-aiders as in Germany," says Mrs. Sclanders. "In the U.S. officials have calculated that failure to stop bleeding at a collision scene contributed to 80 per cent of the traffic fatalities in that country. I'm not sure but I think Canadian sources could come up with a similar figure."

St. John Ambulance offer three first aid courses — emergency, standard and advanced — to interested persons. The Emergency First-Aid Course is eight hours in length and students are taught to stop bleeding, start breathing, cope with broken bones and deal with an unconscious patient. The Standard First-Aid Course is 16 hours in length and is much more intensive. Generally, policemen, firefighters, school teachers and medical students are trained to this level.

The Advanced First-Aid course is an extension of the Standard course and is designed for those people wishing to become Master First-Aiders.



Ed Desrochers, St. John Ambulance, demonstrates mouth-to-mouth resuscitation to a class of first-aid students at Midland Collegiate Institute, Toronto.

Winter road reports to be available in November

The Ministry of Transportation and Communications has announced that its Winter Road Reporting Service for the public will go into operation on Monday, November 6.

The Road Information Centre at Toronto and the Ministry's 18 district offices throughout the province will have up-to-date information on the condition of all provincial highways and secondary highways on a 24-hour, seven-days-a-week basis, during the winter months.

For information on winter road conditions you may telephone:

Road Information Centre, Toronto — 248-3561

Chatham	354-1400
London	451-5160
Stratford	271-3550
Hamilton	527-9131
Owen Sound	376-7350
Port Hope	885-6381
Kingston	544-2220
Ottawa	745-6841
Bancroft	332-3220
Huntsville	789-2391
North Bay	472-7900
New Liskeard	647-6761
Cochrane	272-4333
Sudbury	675-8307
Sault Ste. Marie	256-5682
Thunder Bay	577-6451
Kenora	468-6494

Coming Events

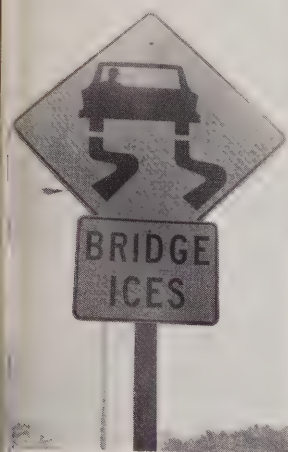
NOVEMBER 19-21 — 1973
— "Era of New Involvement", 46th annual meeting of the Automotive Transportation Association, Royal York Hotel, Toronto.

JANUARY 11-13 — Sudbury
Road Safety Workshops, The Caruso Club, Sudbury, sponsored by the Ministry of Transportation and Communications, Ontario.

Taken from some recently published explanations by those involved in collisions...

To avoid a collision I ran into the other car.

Drivers should heed this warning sign



Believe this sign! Icy driving conditions may occur well before snow falls, in the autumn. Ice can form on bridges in the fall because they are surrounded by cool air which will freeze moisture on the bridge deck. Even if the temperature is slightly above freezing, the wind chill factor created by air moving around a bridge may produce an icy condition.

The sun will clear up the ice in the shadow cast by the bridge or the road below may recreate icy conditions there. Roads which lead up to bridges may be safe, however. This is due to the fact that in the autumn frost has not had time to penetrate the ground, and since the ground is warmer, relatively speaking, than the air above it, it will keep ice from forming on the road.

This same danger is present in the spring although it may not occur with the same frequency as in the fall.

Ontario's firemen hold safety roadeo



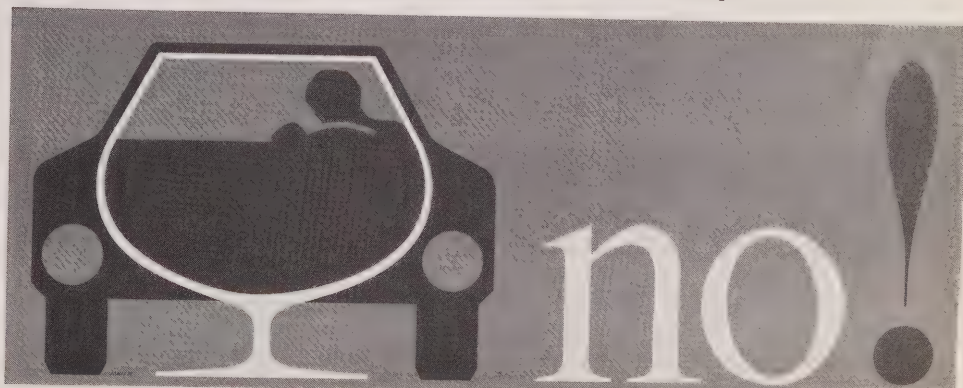
Representatives from the Burlington, East York, Hamilton, Mississauga, Oakville, Welland and York Fire Departments recently competed in the Seventh Annual Fire Department Apparatus Roadeo.

Top honours went to Doug Reynolds, (right), East York Fire Department with Paul Korn, Mississauga Fire Department and John Stern, Hamilton Fire Department, taking second and third place in the provincial roadeo.

The roadeo was held at the Ontario Fire College, Gravenhurst, and is intended to sharpen driving skills and to impress upon fire department drivers the need to operate their vehicles safely.



MTC offers new traffic safety poster to public



The Safety office of the Ministry of Transportation and Communications has announced the release of a new safe driving poster. Available to the general public at no charge, the poster is aimed at reducing the incidence of drinking and driving. The poster measures 24" x 10" and is available from the Safety Office, Ministry of Transportation and Communications, Ferguson Block, Toronto 182.

Exercise caution when overtaking or approaching snowplows

If you overtake a snowplow this winter, do so with caution. Ministry of Transportation and Communications collision reports reveal that last year almost 43 per cent of the collisions involving Ministry snowplows occurred when some other vehicle attempted to overtake the snowplow from behind.

Ontario uses 5 to 10 ton trucks for snowplows. The heavier trucks are used in the snow belt areas of the province. "We train and test the crews to our standards," says Glen Raycroft, Special Maintenance Service Engineer, Ministry of Transportation and Communications.

Generally, two men—a driver and a wingman—operate the vehicle. A wingman looks after the curb-side extension of the plow, called a wing. This extension may be removed if it is not needed. The wing is used to plow snow off the shoulder.

Overall width of the plow is nine feet. It is mounted at an angle at the front of the truck. However, with the wing, the plow may be as wide as 15 feet. There are indicator lights just above the wing on a special mount.

"The optimum plowing speed is 20 mph, although traffic and snow conditions may dictate a slower or faster speed," says Raycroft. The snowplow is fitted with two flashing blue lights on a snowplow sign mounted high on the back of the truck. The blue lights are kept flashing all the time.

There is also a red reflective checkerboard mounted on the back of the snowplow and the bumper has reflective stripes.

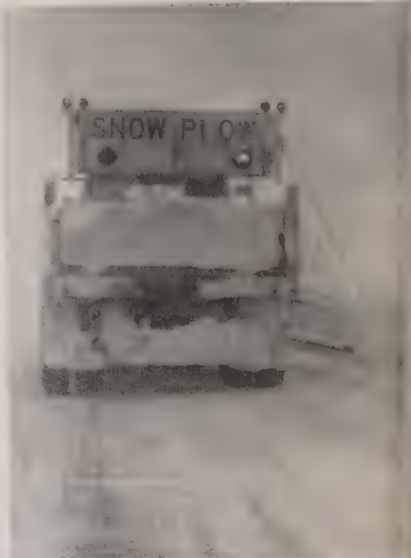
The flashing blue lights, indicator lights and reflective boards were put on the snowplows to increase their visibility to other drivers. However, to further drive the point home, the Ministry produced two different television spots.

"About four years ago," says Ed Ingraham, Director, Information Services Office, MTC, "we produced the first and probably the most memorable spot—about the snowplow operator mounting a machine gun on the back of the snow-

plow to keep overtaking cars away from him. The second was called Super-Snowplow in which the main character was trying to develop a plow that would go faster than a car. The TV stations picked up both and aired them as public service messages. I think they were effective but as our collision reports indicate we've still got a problem."

Apparently drivers, when they pass to the left or right, on multi-lane highways, do not take into account snow blowing off the plow which may blind them for a second or two or the ridge of snow left on the roadway by the plow. These things in combination with excessive speed for conditions and poor driving conditions may throw the driver into a panic leading to a collision with the snowplow. In addition, because the snowplow must move more slowly than the traffic around it, some drivers run into the rear of the truck.

"You can get around snowplows," says Raycroft. "It requires patience and good judgement."



Drivers should exercise caution when overtaking or meeting snowplows. Blowing snow and adverse driving conditions may momentarily confuse drivers leading to unnecessary collisions.



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Hon. Gordon Carton, Q.C., Minister.

A. T. C. McNab, Deputy Minister.

W. B. G. Reynolds, Director of Safety.

Nick Douloff, editor.



ontario traffic safety

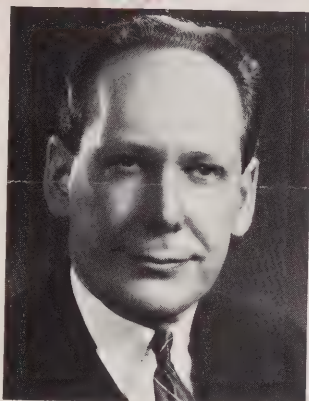
Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario

Top first-aider to address Sudbury Road Safety Workshops

All drivers should be qualified first-aiders. This is the message Colonel Charles O. Dalton, CSTJ, OSO, ED, President of the Ontario Council, St. John Ambulance, will bring to the up-coming Road Safety Workshop in Sudbury. The Workshop will be held January 11, 12 and 13 and Colonel Dalton is one of the scheduled luncheon speakers.

Other speakers expected to address delegates to the three day meeting are Brigadier-General Bruce J. Legge, Q.C., Chairman of the Ontario Workmen's Compensation Board and President of the Canada Safety Council and William S. Pickett, President and General Manager American Motors (Canada) Ltd., and Vice-Chairman, Motor Vehicle Manufacturers Association.

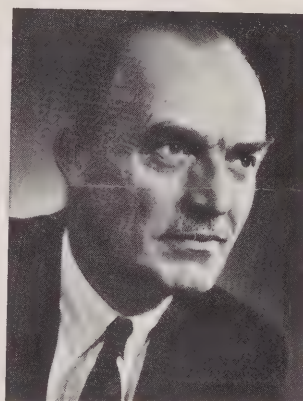
Col. Dalton, after serving with distinction in the Queen's Own Rifles during WW II, joined Canadian Breweries and occu-



B. J. Legge

pied various appointments from Sales Manager to Executive vice-president, Canadian Breweries. He retired in 1967.

Brig.-Gen. B. J. Legge's career has spanned many fields from the military to the legal and



C. O. Dalton

accident prevention. He was elected president of the Canada Safety Council in 1972.

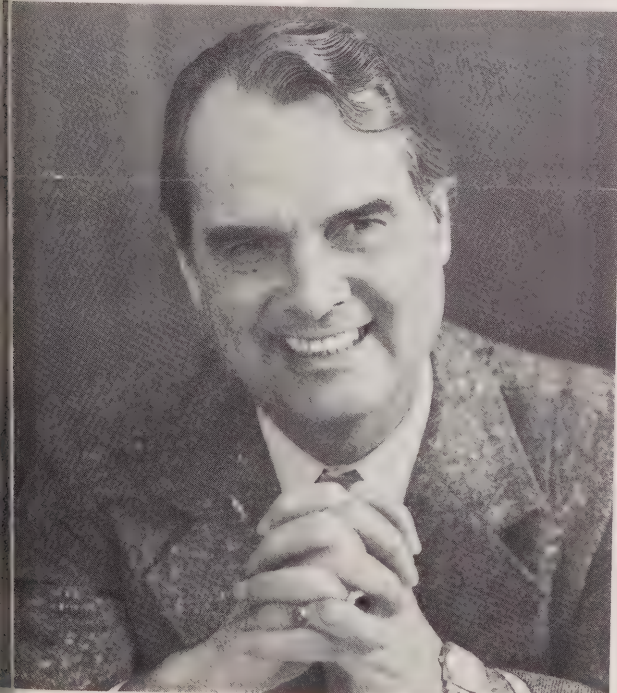
W. S. Pickett was elected president and general manager of American Motors (Canada) Ltd. in 1971. He joined American



W. S. Pickett

Motors in 1960.

Mr. Pickett is also active in national automotive affairs as a director of the Auto Industry Highway Safety Committee and of the Traffic Injury Research Foundation of Canada.



A Christmas Message

At this time of year when the spirit of goodwill is paramount in our minds, I would like to suggest one way to translate these good wishes into a reality for your family, your friends and your community.

If you, as a driver or pedestrian, exercise caution and common sense, not just during the holiday season but throughout the coming year you will be doing your part to make our highways safer and more pleasant to use.

This year, let your expressions of Christmas goodwill take a meaningful form. This will not be just a gesture when you consider the facts behind traffic accidents — broken families and lives.

For our part, we at the Ministry through our driver education and vehicle control programs and through our road engineering programs have endeavoured to make driving and walking safe. We will continue to do so.

On behalf of the Ministry of Transportation and Communications, Ontario, my very best wishes for a happy — and safe — holiday season to every reader of Ontario Traffic Safety.

Ontario's Minister
of

Transportation and Communications

SAFETY EDUCATION IS OUR BUSINESS

Whether you're five or 65, you've probably heard our message.

We're the Safety Office of the Ministry of Transportation and Communications and it's our business to supply you — the public — with traffic safety information to make your trip on all modes of transportation safer. In addition to our highway safety work, we produce employee safety programs for the 12,000 employees of the Ministry of Transportation and Communications. There are 15 people on staff in the Safety office located in Queen's Park, Toronto. Another 11 men are located around the province engaged in public and employee safety.

You may ask why have a Safety Office at all? By law the Registrar of Motor Vehicles of Ontario must report to the legislature, on an annual basis, Ontario's collision statistics. He is also empowered to take the necessary steps to make Ontario's roads safer. One of those steps is to educate motorists and pedestrians. Consequently, the Safety Office was established in 1958.

In the field of highway traffic safety, the Safety Office provides free materials to assist communities, service groups, schools and individuals interested in carrying out safety projects. Programs are available for all age groups.

Special programs are created periodically based on specific hazard areas pinpointed by accident statistics and new traffic legislation which is required knowledge by drivers or pedestrians for safe highway use.

For instance, this year we produced a new pedestrian program because we found that many people do not understand what flashing traffic lights mean. Many pedestrians think they have the right-of-way on a flashing green. This is not so. Only the motorist is supposed to move on that signal.

We provide traffic safety teaching aids to all elementary school teachers on request. These consist of join the dot exercises for very young children up to sophisticated traffic quizzes for much older children. In addition, we supply Elmer the Safety Elephant materials for elementary schools.

About 10 years ago, seeing the obvious need for children to be trained in safe cycling, the Crusader Cycle Club program was started. This three-part pro-

gram of instruction, inspection and examination carried out by interested adults and service groups, has taught thousands of youngsters to be "expert" cyclists.

This program has been adopted directly by the Frontenac County School Board for use in all elementary schools in that County. Brockville has used a training program based on our



W. B. G. Reynolds, Director, Safety Office, provides overall direction for both public and staff safety programs.

program for several years and is, according to all reports, getting good results.

Over 1000 elementary schools operate school safety patrol programs as the direct result of the Safety Office's efforts. Through this program school-age children help their school-mates to and from school across streets adjoining the school. The Safety Office also sponsors an extensive school bus safety program, to ensure that student passengers know and obey the safety rules, to help school bus drivers discharge their duties effectively and to make motorists aware of their responsibilities. Educational and promotional materials are supplied at no charge to interested groups.

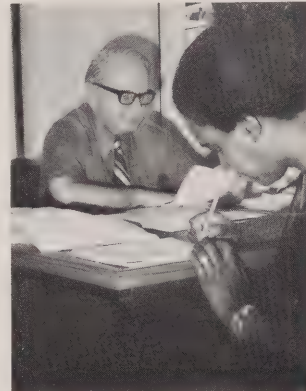
A series of 60 one-day seminars for school bus owners and operators, representatives of school staffs and boards of education, police officers and others concerned about the safe and efficient operation of school buses, have been organized and conducted by the Safety Office over the past seven years. Seminars are held in response to requests from county boards of education and take place on Saturdays when those involved are free to participate.

Realizing that uniformly and adequately trained drivers are desirable but hard to come by, the Safety Office staff became involved in driver training in the secondary schools. We, along with officials in the Ministry of Education, have supported driver education since 1960 by supplying students with textbooks, dual control mechanisms for training cars, films and other materials.

In 1960, only 36 schools offered the course to their students. During the 1971-72 academic year, a total of 543 of the 575 high schools in the province participated and more than 30,000 students successfully completed the course.

Special teacher preparation courses for high school teachers in driver education organized each August by the Ontario Motor League in cooperation with the Insurance Bureau of Canada and the Safety Office. In addition, the Safety Office runs one-day seminars to discuss driver education, usually on Saturdays, to which all driver education teachers in the area concerned are invited.

To maintain our contact with teachers, a news bulletin, "Right From the Start" concerned with driver education issues and problems is produced regularly each



C. E. Laybourn, Administrator, Public Safety Programs, organizes and directs all matters related to the driver education field in Ontario.

month during the school year and distributed to all teachers of high school driver education and all commercial driving school instructors in Ontario.

In order to spread the traffic safety message as far as possible, another monthly bulletin, "Ontario Traffic Safety" goes out to 35,000 individuals in Ontario.

This publication has been designed to promote greater traffic safety by publicizing safe driving manoeuvres and news of road and automobile design. In addition, it carries up-to-date information on traffic laws and local safety programs.

Approximately 800,000 copies of "The Driver's Handbook" are printed every year and issued free to beginning drivers and others wishing to brush up on the rules of the road. About 750,000 copies of a companion publication, "Could You Pass A Ontario Driver Examination" are distributed free each year. French edition was produced the end of 1971.

In the Safety Office's continuing traffic safety education program, personal contact with the public is important. So we use a 45-foot Traffic Safety Caravan. It contains traffic safety messages pertaining to current traffic problems and the counter-measures to take. Last year it appeared about 25 smaller fairs and public gatherings culminating with the International Plowing Match near Lindsay.

In addition, the Safety Office sets up traffic safety exhibits at the Ontario Government Building at the Canadian National Exhibition in Toronto, Lakehead Exhibition in Thunder Bay, Central Canada Exhibition in Ottawa, the Western Fair in London and the Canadian National Sportsmen's Show in the CN grounds.

A series of five 10 to second radio announcements are prepared each week and mailed to all 94 radio stations in the province for public service use. A number of 30 and 60 second television announcements have been professionally produced for film for distribution to all television stations in Ontario for public service programming. Subjects include the school bus stopping law, bicycle safety, and the breathalyzer law.

Of course, many traffic safety efforts, even with the full support of the public, may fail without the support of community leaders. Consequently, the Safety Office organizes regional conferences on road safety. They have been held in 12 centres of population over the past 14 years. The 19th in the series is planned for the Sudbury area in January. These gatherings have been successful in bringing together large and representative groups of community leaders from both the public and private sectors to talk about the motor vehicle

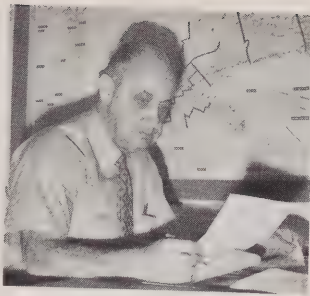
liasion problem in all of its ramifications and to consider practical and realistic solutions for the future.

Informal discussions and frequent traffic seminars with members of the Ontario Provincial Police and Municipal Police departments throughout Ontario during the past several years have resulted in many studies being carried out on sections of highways considered collision prone or where certain driving hazards exist.

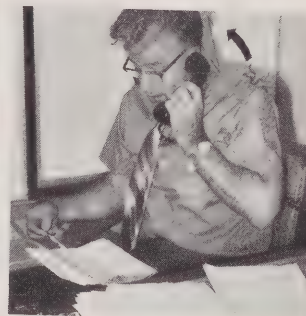
Since 1947, the locations of all motor vehicle collisions have been recorded. Collisions are located from mileage "Key Points". Reports of collisions are filed by highway location which facilitates the application of statistics in traffic engineering studies and the planning and design of highways.

Recently, with the formation of the Ministry of Transportation and Communications the responsibilities of the Safety Office have been expanded to include accident prevention in other modes of transportation in addition to highways.

In the very near future we will be producing safety programs relating to travel by air, water and rail.



Above left, T. E. Mahony, Administrator, Transportation Safety, provides liaison between the Ministry and the Ontario Provincial Police and safety organizations while above right, J. Dubbin, Administrator, Staff Safety, oversees staff safety programs. Below left, Bess Wares, Administrator, Safety Information and Doug Cowan, Safety Information Officer, answer queries from the press and public on all matters concerning transportation safety. To the right, J. F. Reavell, Administrator, Public Safety Promotion, organizes the public safety field staff to promote the Ministry's traffic safety programs.



Over 12,000 people work for the Ministry of Transportation and Communications and due to the fact that many work in garages and out on the highways under the most adverse weather conditions, in addition to working in offices we have to have an active and comprehensive safety program.

It includes the inspection of work areas for potentially unsafe conditions; training personnel in the safe and efficient operation of equipment; safety promotion; enforcement of safety regulations imposed by outside experts and Ministerial policy; and the investigation of accidents.

Moreover, we know that more man-hours are lost because of off the job injuries than lost by injuries suffered on the job, so we have made efforts to provide information that will help prevent off the job accidents. Holiday safety, water and boat safety, safe trailering, safe hunting and related recreational activities are stressed.

As you can see, we are concerned, on a daily basis, for the well-being of a great many people. Safety to us is not the other fellow's concern. It should involve all of us, all of the time.

You are cordially invited to attend the Sudbury Area Road Safety Workshops

The Caruso Club, 385 Haig Street, Sudbury, Ontario

January 11, 12, 13, 1973

We need your ideas and advice on these important topics:

- Traffic law enforcement.
- Engineering highway safety
- Traffic safety education
- Alcohol, drugs and road safety
- Motor vehicle administration
- The role of young people in traffic safety.

PLAN NOW TO ATTEND

PLAN YOUR CHRISTMAS TRIP

Plan ahead for that Christmas motor trip you intend to make.

Be sure the engine is running smoothly to avoid mechanical failure out on the highway. Make certain that the brakes and tires are both in A-1 condition and that the defroster and windshield wipers are functioning efficiently (check to make sure you have adequate windshield washer anti-freeze).

Equip your car with snow tires and carry tire chains in case of severe snow and ice conditions. And don't overlook other emergency gear for your trunk—sand or rock salt, a shovel, traction

mats, a tow chain or strap, battery booster cables, and flares or other emergency lighting equipment.

Schedule your trip so that you will have adequate rest before undertaking a long drive. Try to change drivers every couple of hundred miles, or at least stop for coffee or a soft drink. Drive a sensible distance; don't risk falling asleep at the wheel.

While long range forecasts are helpful, it's wise to check the latest weather bulletins immediately before leaving. Find out from your nearest Ministry of Transportation and Communications office, motor club or weather bureau the type of weather that can be expected along your route.

Finally, use your common-sense. In really severe weather, the sensible motorist will postpone his trip until the worst of the storm has passed. A delay of a few hours or even a whole day could be the wisest decision ever made.

Grand Valley Teachers Use Safety Caravan



In its swing through the province this summer and fall, the Ministry of Transportation and Communication's Traffic Safety Caravan stopped at the Grand Valley Fair in Grand Valley.

Public school teachers in the area took advantage of this opportunity to take their classes through the 45 foot trailer and point out the traffic safety messages to their students.

Above, Mrs. Taylor, teacher at Grand Valley and District Public School takes her grade one class through the trailer.

SLIPPERY ROADS DO NOT CAUSE COLLISIONS

The collision rate at the beginning of a rainfall is always higher than at any other time during a rainfall. "This is primarily due to the fact that the driver has not adjusted his driving to the new weather conditions," says B. Schonfeld, Senior Research Engineer, Ministry of Transportation and Communications.

Tire and road dust and grease on the road surface mixing with rain water are not the only causes of slippery conditions, maintains Schonfeld. "It's the water on the surface that makes some roads slippery.

"The tire has to contact the road pavement in order for the

driver to maintain steering control of the car. In dry weather this is no problem. But in rainy weather it takes time for the tire to make contact because it has to go through a microscopic film of water to touch the road. So, if the driver continues to drive as though the pavement was dry, he may get into trouble," explained Schonfeld.

"With increasing speed on wet pavement," he added, "the tires begin to ride up on a wedge of water and a condition called hydroplaning or aquaplaning may occur. During this phenomenon the tires actually leave the road, riding on a layer of water, making it virtually impossible to steer."

COLLISION CAUSATIONS?

Some recently published explanations by those involved . . .

The accident was due to the other man narrowly missing me. swerved to my right and hit a stationary tree.

Coming home I drove into the wrong house and collided with a tree I haven't got.

I consider neither was to blame, but if either vehicle was to blame, it was the other one.

LETTERS TO THE EDITOR We stand corrected

Dear Sir:

With reference to your article entitled "You're only four minutes from hospital by ambulance," in the October issue of Ontario Traffic Safety, the important time segment of an emergency call is the response time. This is the elapsed time from receipt of a request for service to the arrival of an ambulance on the scene. This was the time to which Mr. Skelton referred.

In areas of the province where employment of full time professional staff is feasible, the reaction time is likely to be significant shorter than in more remote areas serviced largely by volunteers.

On the other hand the "travelling time" is often much slower urban centres than in rural areas.

It is certainly not uncommon in an urban centre for an ambulance to arrive at an emergency in four minutes. There is no way, however that such rapid response can be assured. Even an "average" of 10-15 minutes is difficult to attain at many times of the day in our large Metropolitan-centres. Obviously this response time is well-nigh impossible to attain in more remote rural areas.

Perhaps the most important lesson we have learned is that many lives could be saved if the public were proficient in rendering emergency first aid, and more willing to assist one another—"until an ambulance comes".

Yours sincerely,

N. H. McNally, M.D.,
Director
Emergency Health Services,
Ministry of Health, Toronto.

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Nick Douloff, editor.



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Scarborough trucker Ray Hamblin, 39, National Truck Hero of the year, and his wife Nellie. (Toronto Star Photo)

Ray Hamblin receives Hero Award For saving fellow trucker's life

"I didn't even stop to think about danger that morning," said Ray Hamblin of Vail and Sheppard Cartage.

It was a clear, dry, Friday morning, July 21, 1972, when Ray Hamblin left Toronto at 1:30 a.m. on his way to Sudbury.

Four hours later on Highway 103, he broke the top of a hill, spotted a tractor-trailer unit piled into a rock-cut with smoke and fire swirling from it. He stepped on the gas, then braked his unit and ran the final 100 yards to the blazing vehicle whose driver was pinned behind the wheel, with his clothing afire.

Hamblin wrenched the wheel aside and dragged the burning man to safety.

Another trailer had been following Ray Hamblin and its driver called an ambulance and the local fire brigade. By the time they arrived nothing was left of the rig but a charred chassis.

Lynn Smith, a Hagersville, Ontario man and driver for Laidlaw Transport Limited, suffered third degree burns to 55% of his body, along with a fractured arm and dislocated hip. Today, three months later, he is undergoing skin grafts at Toronto General Hospital and is progressing satisfactorily.

J. W. Boyes, Provincial Constable for the O.P.P. Bala, Ontario was the investigating officer who said: "Mr. Hamblin saved Smith's life and acted with complete disregard of any danger to himself."

The Dunlop National Truck Hero Award is made to a truck driver or operator who, during the course of his daily work, has performed an act of bravery beyond the call of duty.

Judges for the 1972 program were Phillip J. Farmer, Executive Director, Canada Safety Council, W. B. G. Reynolds, Director, Safety Office, Ministry of Transportation and Communications for Ontario and Brian E. James, President, Dunlop Canada Limited. ●

It's time to put on those new "Keep Ontario Beautiful" plates

Premier William Davis previewed the new style 1973 multi-year licence plates, recently, when he was issued his set by Transportation and Communications Minister Gordon Carton.

"The Ontario — Keep It Beautiful slogan used for the first time will be a continuing reminder to the people of Ontario of the need for public co-operation in controlling litter and protecting the environment of this great province of ours," said the Premier.

Mr. Carton stressed that it costs over \$1-million to clear litter and trash from Ontario's highways each year.

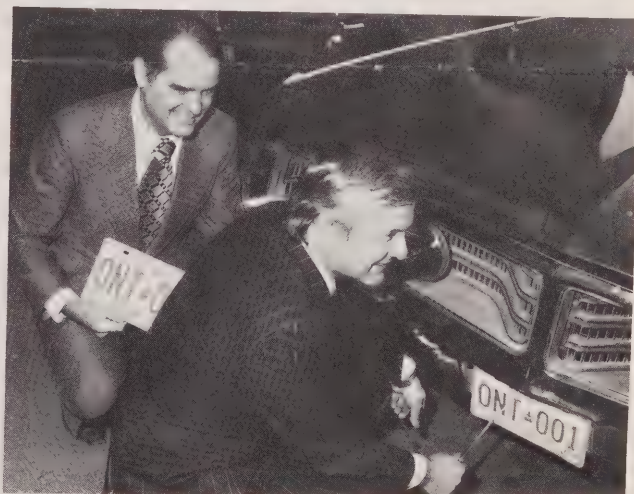
"It is my sincere hope that the motorists of Ontario will heed the slogan and help us keep Ontario beautiful," he added.

Environment Minister James Auld stated, "We can legislate against litter, water and noise pollution, but we can only try to persuade the individual to develop his personal concern in making Ontario a better place to live."

The blue on white multi-year licence plates went on sale as of September 1 at 285 licence issuing offices throughout the province. They are expected to last up to 5 years and future renewal will be facilitated by means of a sticker to be attached to the lower right-hand corner of the plate.

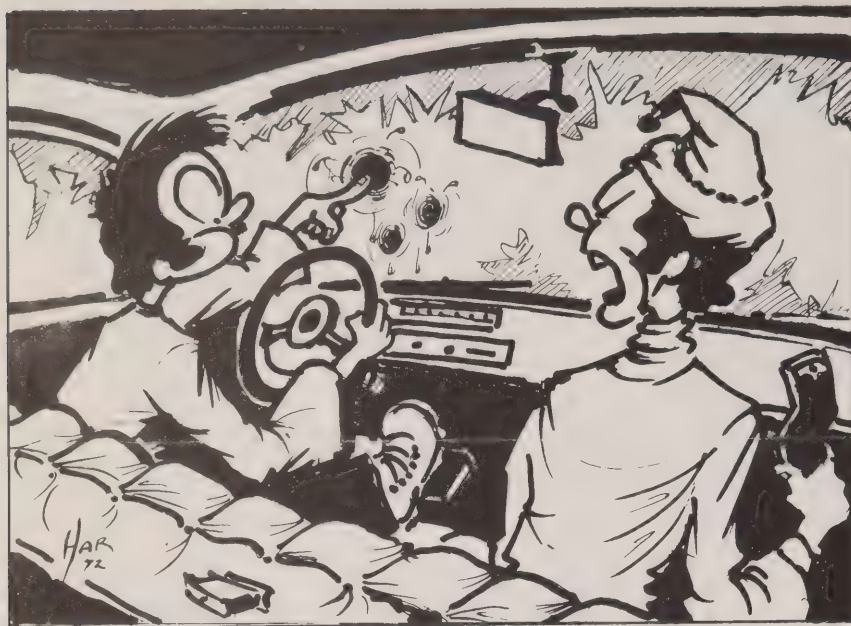
Registration will be payable on a yearly basis with the annual fee for an 8-cylinder automobile being \$40; a 6-cylinder vehicle \$32; and \$24 for a 4-cylinder car.

Current licence plates expire on February 28, 1973 and drivers are urged to buy their new plates now. ●



Minister of Transportation and Communications, Hon. Gordon Carton, Q.C. (left) helps Ontario's Premier William Davis put on his new multi-year licence plates.

YOU MUST HAVE A CLEAR VIEW THROUGH THE WINDSHIELD . . . IT'S THE LAW!



**"HOW ABOUT GETTIN' OUT AND SCRAPEIN'
YOUR WAY TO SAFETY FOR A CHANGE"**

Harry Burke, an artist on the Ministry of Transportation and Communications' staff, has been interested in traffic for some time. Recently, he created a "safety family" to help get the message across to Ontario's drivers.

In our first cartoon Harry decided to introduce only two of the characters. "Gus" to the left is "Smitty's" sidekick and in many instances gives Smitty something to holler about. Says Harry, "I hope to introduce the rest of my "safety family" to your readers in the very near future."

GM urging employees to use safety belts in cars and trucks

A program urging all of its 28,000 employees across Canada to use safety belts when driving cars or trucks has begun at General Motors of Canada.

"One important way in which you can assure greater safety not only for yourself but for members of your family, is to make sure that you and all of your passengers are using your safety belts when driving a vehicle," President John D. Baker wrote in a letter to GM employees.

"We are anxious to help prevent traffic accidents so that all employees may avoid the personal suffering and grief that often accompanies accidents," Baker's letter continued. "Although General Motors' long and continuing interest in automotive safety has helped to produce safer cars

with many safety features for driver and passenger use, it still is the responsibility of each one of us, whether as driver or passenger, to take full advantage of them."

Use of safety belts by drivers and passengers in GM's company-owned cars has been mandatory for some time.

Employees have received a brochure outlining the facts of lap-shoulder belt protection and have been provided with a reminder sticker for glove box door or instrument panel. Posters throughout plants and offices remind employees that "Safety Belts are Lifesavers". At the same time permanent signs have been erected at the exit to company parking lots reminding drivers to fasten safety belts. ●

What's in your windshield washer?

You get what you pay for goes the old adage. Nothing apparently, could be closer to the truth when you buy windshield antifreeze.

Over the past few years, this particular item has, in some instances, fallen in price and quality says Gordon R. Snook, General Manager, the J. A. Tumbler laboratories Limited, Toronto.

"We produce 40 to 50 thousand gallons of concentrated windshield washer antifreeze a year and we sell it that way to the public. It contains alcohol, detergent, sequestering agent, a grease cutter and rust inhibitor. It is a premium product and it is more expensive than the pre-mix product."

Pre-mixed solutions, that is windshield washer containing water, can be purchased in retail chain outlets and at gasoline stations throughout the province. According to Snook, it's the cheaper pre-mix product that causes problems.

"To produce a cheaper solution, manufacturers have to reduce the concentration of alcohol in the solution and leave out detergents, rust inhibitors or grease cutters. All these are important to maintain the driver's ability to see.

"All the major oil companies, through their service stations, sell a good pre-mixed windshield washer," says Snook. Bill Lindo, Vice-President of Linwo Industries, Toronto, says his company makes approximately one and a half million gallons of pre-mixed washer a year. "We have about 50 per cent of the Toronto market," says Lindo, "and most of it goes to oil companies."

"Our product contains alcohol, water, sequestering agents, de-greasers, rust inhibitors, perfume and colouring. Not all manufacturers use this formula and some may leave detergents or rust inhibitors out of their products. Of course, the price reflects this," says Lindo.

There is a problem common to all solutions of windshield washer antifreeze, however. Explains Lindo, "From the public point of view, the pre-mixed product is the most convenient. However, since alcohol evaporates more quickly than water and this rate of evaporation rises, by the way, the faster a car is moving, many motorists are left with a thin icy film on the windshield.

To solve this problem, Lindo suggests that drivers wait until the car's defroster has cleared the windshield. "By that time the glass is warm and the water should not freeze.



Two elementary school children have won bicycles recently in safety contests sponsored by the Ministry of Transportation and Communications, Ontario.

Brian Cockton, a student at East Garafraxa Township Central Public School in Grand Valley east of Orangeville and Cheryl McWilliams, Westminster Public School, Brockville, received their bicycles in official presentations by local officials.

Above, Brian received his bicycle from (left to right) John Root, MPP, Wellington-Dufferin; Wayne Donnelly, Principal of East Garafraxa Township Central Public School and Constable Wes Prosser,



Safety Officer with the Ontario Provincial Police Shelbourne Detachment.

To the right, Cheryl accepted her bicycle from (left to right) Constable Dean Humble, Safety Officer Brockville City Police; Murray K. Rowe, Public Safety Consultant, MTC; and Chief of Police N. L. Sterritt, Brockville City Police.

The children answered correctly all the questions on a bicycle safety quiz. Their answers were the first ones chosen in a draw. Entry forms were made available to school children when MTC's Safety Caravan, a mobile unit, visited the respective areas.



There's a peaceful scene you don't see too often on the highways of Ontario any more, as the horses and buggies head home from church on a quiet Sunday morning in St. Jacobs, the heart of the Mennonite country near Kitchener. But the photo does have a modern touch . . . the slow moving vehicle signs mounted on the back of the buggies. These reflective signs warn overtaking cars that the vehicle ahead is moving more slowly than the rest of the traffic. Motorists are advised to take special care when passing horse-drawn vehicles . . . their horsepower is more unpredictable than a car's. The photo was taken by Ted Shaw of Hamilton.



HAMILTON — The Ministry of Transportations and Communications entered a snow plow in the recent Grey Cup parade. Purpose of the entry was to caution drivers against driving too fast for conditions this winter. The plow was manned by MTC staff from the Hamilton area.

LETTERS TO THE EDITOR

Dear Sir:

We are not children but adults. We know right from wrong and if we challenge the law of the land we should be able to accept the penalty. The law says "Don't drink and drive" and you can't say it much plainer than that.

As a transport driver, I would like to say something about this problem.

A driver's licence is not a birth-given right but a privilege. If we abuse this privilege, we should lose it and I don't mean for three months or six months. I may sound harsh but I mean forever.

If a law was brought in stating that I would lose my licence and not get it back upon being charged and convicted of impaired driving or drunk driving, I would be a fool to go and flout this law. Also, once convicted there should be no right to appeal a court's decision. It is high time a crack-down was made on the drinking driver. Driving today with all our senses alert is a big enough chore without driving with all our senses dulled by alcohol. Life is one of the most valuable assets we have today and I don't like thinking that I can be struck or killed or possibly maimed for the rest of my life by some inconsiderate driver just because he has had a few drinks and thinks these have made him that much more able to handle a car.

It is not always the guilty party who gets hurt but the innocent party who seems to get the worst.

Yours sincerely,

Gordon F. Hewlett
Bramalea, Ont.

ontario traffic safety

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Hon. Gordon Carton, Q.C., Minister.

A. T. C. McNab, Deputy Minister.

HOW'S THIS FOR SERVICE?

Breath tests, overnight parking provided free by Regina hotel

REGINA — The off-sale counter in the Georgia Hotel beverage room isn't the only service drawing lineups at the hotel these days.

Hotel proprietor Harry Kangles recently introduced a breath-analysis machine to the hotel's services and already it has gained a measure of success.

"We introduced the machine and there were five cars left in our parking lot all night," Kangles said. "The drivers came back in the morning and got their cars."

He said he started the evening with 100 disposable tubes for use by people taking the test, and only 15 were left unused yesterday.

"The interesting thing here is that over half of those who took the test last night were .08 or more." The legal reading on a breath analysis machine is .08 and Mr. Kangles said his purpose in installing the meter is to "provide our customer with a means of making a decision."

The hotel owns an 80-stall parking lot and Kangles said they will be no charge for anyone wanting to leave his car overnight after taking the test.

He said the marketing director of the company from which he bought the machine accompanied the meter to Regina because it was the first such sale ever made to a hotelkeeper. Members of the legislative committee reviewing liquor regulations attended the initial operation of the machine.

Similar machines, Kangles said, are being used by the Saskatchewan Safety Council and by the Ministry of Transport in Ottawa. City police want to test the machine against a more expensive model they use.

Kangles said he paid \$1,300 for the instrument, counting taxes and customs duties, and each tube costs him 10 cents. He intends to absorb the cost himself and the service is free. He said he got the idea of buying the machine while attending a meeting of the legislative liquor committee in Yorkton.

A doctor expressed the opinion at the meeting that people in the business of serving liquor could do more to educate the public about the abuse of alcohol.

"When you drink at home it's your business," Kangles said. "But when you drink at home anywhere else and then drive becomes everyone's business."

Teachers hold safety seminar

The first safety seminar for safety liaison teachers in London public schools was held recently in that city.

Seminar topics in the one-day meeting, stressed the need to inform all public school teachers of the safety resource personnel and materials available to them for the teaching of safety.

Although safety publications have been placed in London schools, safety liaison teachers were encouraged to develop programs to help other teachers make the best use of the materials and to accept the responsibility of emphasizing safety in their schools through interesting and continuing safety programs.

In addition, the seminar proved useful as a forum for exchange of ideas and programs for the teachers involved.

W. B. G. Reynolds, Director of Safety.

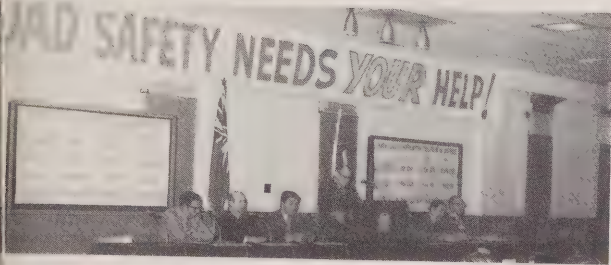
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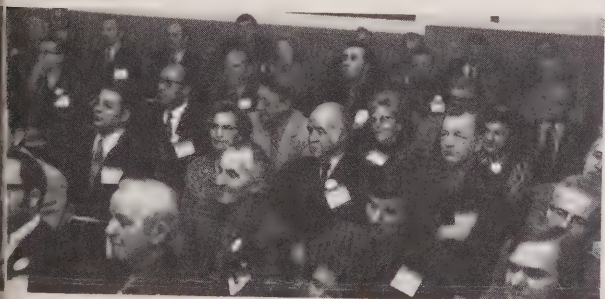
ontario traffic safety

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'ROAD SAFETY NEEDS YOUR HELP'



Opening Session: Delegates are welcomed to the Sudbury Road Safety Workshops. From left, William Newman, M.P.P. and Parliamentary Assistant to the Hon. Gordon Carton, Q.C., Minister of Transportation and Communications; Most Reverend Roger Despatie, D.D., Auxiliary Bishop, Diocese of Sault Ste. Marie, St. Jean de Brebeuf Church, Sudbury; Mayor J. J. Fabbro, City of Sudbury; Bernt Gilbertson, M.P.P. of Algoma; Donald J. Collins, Chairman of the Council, Regional Municipality of Sudbury; Walter B. G. Reynolds, Director, Safety Office, M.T.C. and Conference Coordinator.



Attentive audience hears a panel of legal experts and enforcement officers discuss the effectiveness of traffic law enforcement in preventing motor vehicle collisions.



Participation is the key to successful Road Safety Workshops. Here Mr. Frances Schwartz of the Quebec Department of Transport asks a question in Workshop 2, while Dr. Anthony Lee of Sudbury and Bob Jones of the Ontario Council of Young Drivers, Toronto, await their

More than 600 concerned people in Northeastern Ontario attended the three-day Road Safety Workshops held January 11, 12 and 13 at the Caruso Club in Sudbury. The Conference drew its delegates from the Districts of Algoma, Cochrane, Manitoulin, Nipissing, Parry Sound, Sudbury and Timiskaming as well as a number of other areas in Canada and the United States.

This was the nineteenth in a series of Road Safety Workshops to be organized by the Ontario Ministry of Transportation and Communications over the past fourteen years, in various parts of the Province. In welcoming the delegates at the start of the Conference, Mr. William Newman, M.P.P. and Parliamentary Assistant to Hon. Gordon Carton, Q.C., Minister of Transporta-

tion and Communications outlined the formidable problem of road deaths and injuries in Ontario today, stressing the need for every citizen to accept personal responsibility for helping to reduce the tragic toll.

The overall theme of the Conference was "ROAD SAFETY NEEDS YOUR HELP". "It is up to each individual to ensure that his behaviour on the highway, either on foot or behind the wheel, reduces the possibility of an accident situation developing," said Mr. Newman. "Each of us can help others to become more conscious of the fact that they can avoid becoming involved in hazardous and accident producing situations, by obeying the few simple rules of traffic safety, which after all, are only the dictates of common sense."

(Cont'd on page 2)

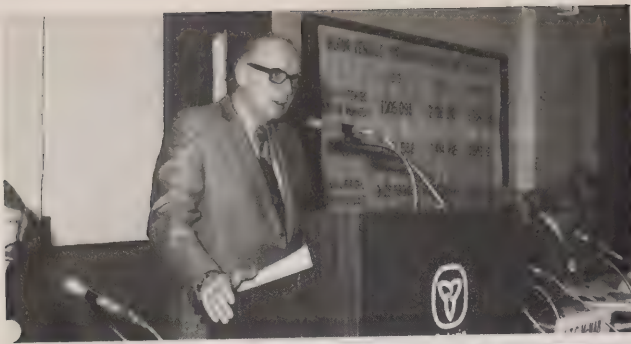
MOTOR VEHICLE POPULATION EXPLOSION IN ONTARIO

	1951	1961	1971
REGISTERED MOTOR VEHICLES	1,205,098	2,126,270	3,364,891
LICENSED DRIVERS	1,461,538	2,414,615	3,563,197
MILEAGE TRAVELLED	9,128,539,000	17,831,868,000	31,407,952,000

MOTOR VEHICLE COLLISIONS IN ONTARIO

	1951	1961	1971
FATALITIES	949	1,268	1,769
INJURIES	22,557	37,146	84,650
COLLISIONS	54,920	85,577	158,831
PROPERTY DAMAGE	\$17,702,000	\$39,624,553	\$112,306,000

Input from Workshop Delegates can bring about change—Deputy Minister



Panel Members in Workshop No. 1.—Top: A. T. C. McNab, Deputy Minister of Transportation and Communications, panel chairman. Centre, from left: A. M. Gartshore, Herbert J. Aiken. Bottom: Edwin H. Brezina, R. G. Gower, and Walter B. G. Reynolds.

(Cont'd from page 1)

The vehicle "population explosion"

The number of cars and drivers in Ontario has tripled in only twenty years, and the toll exacted by collisions has jumped correspondingly. In 1951 there were 54,920 motor vehicle collisions. By 1971 the figure had jumped to a staggering 158,831 accidents, which in that year alone killed 1,769 people and injured 85,650 others.

Public support urgently needed

"It is important of course that Governments at all levels provide leadership", said Mr. Newman, "but it is equally urgent that leadership be provided by groups such as those represented here today. All of us have a vitally important part to play in developing the kind of public support for traffic safety that is so urgently needed."

This year's Conference was more ambitious than ever. There were seven different Workshops

in which the problems of road accidents were examined by experts and laymen from every aspect: administration and licensing, effective law enforcement, vehicle design and road construction, traffic control, alcohol and drugs, driver education and safety teaching for young children. There was a special "rap session" for young people, in which the capacity audience aired their views and discussed their special problems; motorcycles, insurance, the law, driver training, the whole question of age in relation to drinking and to driving.

In each Workshop a panel of professional people, expert in the subject of the session, analyzed their specific areas of responsibility and provided the delegates with up-to-date information. The sessions were then given over to questions, comments, opinions and discussion from the audience, where three microphones were provided for the purpose. Highlights from the Workshops are reported in the following pages. ●

A. T. C. McNab, Deputy Minister, Ministry of Transportation and Communications, pointed out that participation from such people as those represented at the Sudbury Road Safety Workshops is what provided "input" to the Ministry's motor vehicle administration policy changes.

"The success of the Convention depends on delegates' participation", he stated at the beginning of the first Workshop held Thursday morning, January 11. "We're not thin-skinned, and we could change our emphasis depending on what goes on here today."

Mr. McNab as Chairman of the Workshop 1 panel outlined the matters now being re-examined by the Ministry, such as driver licensing procedures, programs for drunk drivers, toughening of the point system. He then introduced the five panel members who outlined the latest developments in their respective areas of responsibility within the Ministry of Transportation and Communications; Edwin Brezina, Head of Human Social and Environmental Factors Research; A. M. Gartshore, Deputy Registrar of Motor Vehicles; Herbert J. Aiken, Director of the Vehicle

Branch; R. G. Gower, Manager of the Driver Control Office and Walter B. G. Reynolds, Director of the Safety Office. Delegates then directed questions and comments to the panel.

Annual Vehicle Inspection

Asked by a delegate where the Ministry now stands on the question of annual compulsory vehicle inspections, the Deputy Minister replied there are going to be definite changes in this area, and that a thorough assessment of their feasibility and value was underway in preparation for presenting a recommendation to the next session of the Legislature.

Compulsory Seat Belts

Replying to a query about compulsory use of seat belts, Mr. McNab said this is under active consideration, the chief problem being the difficulty of enforcement. Mr. Aiken then surveyed the audience on the number among them who wear belts at the time, and the number who were for and against compulsory belt wearing legislation. Although a minority of the delegates habitually wore belts, all but three of them were in favour of legislation that would compel people to wear them.



Keynote speaker Brigadier-General Bruce J. Legge, E.D., C.D., Chairman of the Workmen's Compensation Board and President of the Canada Safety Council, chats with the Honourable Rene Brunelle, Minister of Community and Social Services and M.P.P. for Cochrane North, during the Thursday Conference luncheon. At right, J. McCreedy, President of Ontario Division, International Nickel Company of Canada Limited at Copper Cliff, introduced Mr. Legge.



Head Table Guests J. R. Meakes, Publisher and General Manager, Sudbury Daily Star; Reverend Rodney Brazill, Rector, Church of Resurrection, and Chairman, Sudbury and District Council of Churches; Gordon A. Allen, General Manager, Falconbridge Nickel Mines, Sudbury.

Law and enforcement panel urges change in social attitudes toward driving

"Why should we not apply the stigma that recklessness deserves? We have done so in the case of pollution", urged Barrister Elmer Sopha, Q.C. during Workshop No. 2 held on Thursday afternoon. The subject set the eight-member panel of lawyers and representatives of Police, and chaired by Judge Anthony Falzetta, Area Senior Provincial Judge in Sudbury was: "CAN EFFECTIVE TRAFFIC LAW ENFORCEMENT HELP PREVENT MOTOR VEHICLE COLLISIONS?"

"We need a whole change in our cultural habits and responses", said Mr. Sopha. "Only then can traffic law enforcement be effective. Of course we are talking about a whole culture. How we consider others, how we want to be considered by others, responsibilities in a society."

"If the drunk at a social party brought your house brought up on the living room floor he would be treated as a pariah. Then why is the impaired driver not treated the same way?" In his opening remarks, Judge Falzetta also emphasized the importance of social attitude in driving. "The very real problem is the ordinary, everyday driver, full of bad driving habits, serenely optimistic and proud of his driving. What are our attitudes toward the other person? Does he recognize that it is the other fellow to the other person? It is time we tackled traffic accidents as a psychological problem".

Highway Manners

"The 'boor' is even more objectionable on the highway than in the parlour where he merely offends the sensibilities", said Judge Falzetta. "Highway manners are important, and without this kind of voluntary cooperation, tickets and big fines are but a finger in the dyke".

Four representatives of the police, Chief Superintendent R. McKie of the Ontario Provincial Police Traffic Division, Toronto; Deputy Chief Constable John R. Murray, Traffic Division, Metropolitan Toronto Police Department; Deputy Chief Constable Albert Hague, Sudbury Police Department and Superintendent S. Whitehouse of District No. 13, Ontario Provincial Police in Sudbury gave the case for effective law enforcement, citing concentrated enforcement at known accident sites, air patrols and spot checks as proven deterrents which are effective in reducing collisions.

Deputy Chief Hague reported that in Sudbury during the past two years, enforcement had been increased by 49% and the accident rate had decreased by 17.2%. He also described a concentrated car check campaign which he had been involved in on an 8-mile area of the Queen Elizabeth Highway a few years earlier. The strip of highway was so well patrolled that it resulted in a 62% reduction in collisions during the first year. Deputy Chief John Murray of Metro Toronto made the point that col-



At left, Judge Anthony Falzetta, Chairman of Workshop No. 2. At right, Barrister Elmer Sopha, Q.C. relates social attitudes to motor vehicle collisions, as fellow panelist J. D. Takach, Crown Attorney and Clerk of the Peace in the District of Sudbury listens.

lisions are all "people accidents", for which human behaviour is responsible and which strict traffic law enforcement must be used to control.

W. A. Inch, Q.C., another Sudbury Barrister, urged that enforcement has to have the support of the public to be effective, and suggested publicizing convictions as a strong social deterrent to careless driving attitudes.

D. F. Mossop, Q.C., also a Barrister in Sudbury and J. D. Takach, Crown Attorney and Clerk of the Peace in the District of Sudbury discussed the public's abhorrence of harsh penalties and its influence on court decisions, which were bound to reflect the social attitudes of the public. Both urged more frequent imposition of maximum penalties already provided for.



Sudbury Barrister D. F. Mossop, Q.C. questions effectiveness of education versus law enforcement in reducing vehicle collisions. On the right, panelist W. A. Inch, Q.C., also a Barrister in Sudbury.



Law Enforcement side of the panel: Superintendent S. Whitehouse, Deputy Chief Constable Albert Hague, Deputy Chief John R. Murray and Chief Superintendent R. McKie.

A Keynote Address by Brigadier General Bruce J. Legge, Canada Safety Council President

"It was the best of times, it was the worst of times, it was the age of wisdom, it was the age of foolishness", wrote Charles Dickens of the year 1775.

Speaking at the Thursday Conference luncheon during the three-day Road Safety Workshops at Sudbury, Canada Safety Council President Bruce J. Legge drew this comparison with the year 1973.

"It is the best of times for the world of safety in 1973 because never before has so much time and talent been devoted to the needs of safety in this province and this country. It is the worst of times because never before

have so many people been killed and maimed by traffic accidents throughout the whole world as now.

It is the age of wisdom because never before has so much knowledge and skill been assigned to perfecting our vehicles, roads and drivers.

It is the age of foolishness because so many are disabled or executed by the carelessness of drinking and driving, or drinking and snowmobiling.

We need to find better ways of reaching people and convincing them that safety . . . is simply using common sense to protect a valuable possession—their life". ●

Good Highway Design Can Reduce Road Deaths



Workshop Panel 3, from left: Robert B. Clifford, Karl B. Raham, H. K. Cunliffe, J. J. Goudie, Chairman John M. Childs, T. J. Gartshore, Michael Ross, Andrew McConnell and Peter Wong.

Highway design as a direct cause of road deaths was called a "widespread environmental problem" in a special film produced by the Insurance Institute for Highway Safety and shown at the beginning of Workshop 3, Friday morning, January 12. Entitled "Booby Trap", the film showed badly designed roads that could cause cars to skid and leave the roadway, guardrails, trees, poles, signs and steep embankments beside the roadway as the cause of many unnecessary fatalities.

The film illustrated that with proper design, including wide uncluttered roadsides, "breakaway" poles for signs, lights and wires that give in heavy impact rather than remaining rigid, proper guardrails that slow the car rather than bouncing it back into traffic, letting it crash through or spearing through the front and

killing the occupants, the use of cushioning systems and buried rail ends, hundreds of lives could be saved, even after cars had been forced to leave the roadway.

The subject of the Workshop was "Engineering Highway Safety Through Vehicle and Tire Design, Traffic Control and Road Construction", and the 8-member panel consisted of experts in vehicle, tire, road and traffic engineering.

New SAE Standards

Karl B. Raham, Chief Product Engineer of American Motors (Canada) Limited presented the newest SAE standards now in force within the automotive industry, involving increased side door strength, bumper strength and a flammability standard for materials used inside cars, and discussed the case for mandatory wearing of seat belts (which he

said now works well in Australia and is being considered in the U.K., the U.S., Germany and Spain) as against the present costly buzzer-systems and starter-interlock system designed to coerce the driver into belting up. A film illustrating a new "passive restraint system" developed by Volvo was shown by Robert F. Clifford, National Service Manager of Volvo Canada Limited.

Tires Rated

Ratings on the three basic kinds of tires currently in wide use were discussed by H. K. Cunliffe, Technical Manager of Dunlop Canada Limited, who stressed the inadvisability of mixing various weights and plies of tires. Asked later by Leo Del Villano, Mayor of Timmins what he thought of tire studs, he agreed that they have a definite safety value but that they damage the

highway badly, and that even when they were legal they could be depended on too much, since the effectiveness of studs depends on the strength of the ice on the road.

Other panelists were J. Goudie, Technical Manager, Firestone Tire & Rubber Co.; Canada Limited, T. J. Gartshore, Regional Traffic Superintendent with the Ministry of Transportation and Communications, North Bay, Michael Ross, Chief Transportation Engineer for the City of Sudbury, Andrew McConnell, Northern Regional Inspector of the Ministry of Transportation and Communications, North Bay, and Peter Wong, Roads and Drainage Engineer, City of Sudbury. Chairman was John M. Childs, District Engineer, District No. 17, Ministry of Transportation and Communications, Sudbury.

Speaking to the Friday Road Safety Workshops Luncheon in Sudbury, January 12 at the Caruso Club, Colonel Charles O. Dalton, President of the St. John Ambulance, Ontario Council, described an important project which his organization has spearheaded. Over the past two and a half years, St. John Ambulance, in cooperation with the Workmen's Compensation Board of Ontario and the Industrial Accident Prevention Association has sponsored an independent training and research project in Orillia to measure the relationship between First Aid training and awareness of safety.

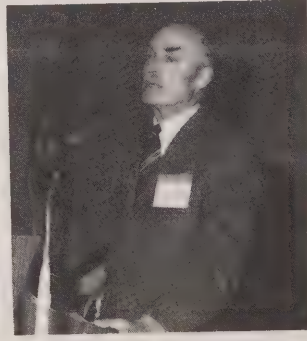
After 6,000 people had been trained in either standard or emergency First Aid, the project moved into its research phase, which meant analyzing data from both Orillia and two major co-operating agencies outside of St. John—Bell Canada and the Ontario Northland Transportation Commission.

Interim results indicate a defi-



Donald H. Hartford, President and General Manager of CFRB and President of the Ontario Safety League.

nite drop in the accident rate among First Aid trained people. For example, after examining 3,334 Bell Canada employees it was found that those with First Aid training had 59.7% fewer



Guest of Honour and Principal Luncheon Speaker Colonel C. O. Dalton, D.S.O., E.D., President St. John Ambulance Ontario Council.

accidents than expected, while those without training had 89.9% more accidents than expected. Bell Canada, who for years have supported a voluntary First Aid training programme, have now



John Lane, M.P.P. for Algoma Manitoulin, Gore Bay addressed delegates at Friday's Conference luncheon.

decided to make training compulsory and part of the on-job training system.

A similar survey of Ontario Northland Transportation Commission revealed 41.6% fewer

First Aiders Have Fewer Accidents

More Knowledge Needed About Effects of Drugs on Driving



Dr. James T. Malfetti

Although there is not much known about the effects drugs have on driving, some studies are indicating trends, reported Dr. Arthur F. W. Peart, Medical Director of the Traffic Injury Research Foundation, Ottawa, during the Friday afternoon workshop #4 held to discuss ALCOHOL AND OTHER DRUGS AND ROAD SAFETY."

U.S. studies show that although 50% of those killed in traffic accidents have used alcohol, a large percentage of drivers do use drugs such as speed, phenobarb and salicylates. Alcohol is also involved in about 50%

of non-fatal accidents, and is a major factor affecting pedestrians involved in motor vehicle accidents as well, Dr. Peart said.

Columbia's Dr. James Malfetti Guest Panelist

An outstanding program designed for persons convicted of driving while impaired, (D.W.I.), was described by Dr. James T. Malfetti, Chairman of the Department of Health and Education at Columbia University Teachers' College in New York. The "Phoenix D.W.I. Program" was begun in 1966, and there are now 39 other similar programs operating in North America. "It is a supplement to punishment", explained Dr. Malfetti. "The aim is to convince them of the disadvantages of drinking and driving,

and to develop for themselves a plan to modify their own behaviour".

Convicted D.W.I.'s are sent to four separate sessions. There is no moralizing but it is made abundantly clear that there is a level of drinking and driving that will not be tolerated. At the very least, at the end of the first session they understand that the charge is serious, although at the beginning, Dr. Malfetti noted, a sizeable fraction of those involved do not feel that they have done anything wrong. The second session considers the fact that driving is a highly complex skill requiring optimum faculties. Films are shown to illustrate what alcohol does to the ability, degrading even highly trained professional drivers.

At the third session personal data is discussed, and "alcohol inventories" administered. One third or more of the people involved are "Problem drinkers", in Dr. Malfetti's experience. The fourth session tries to help the individual articulate in some way, in front of the class, what he will do to change permanently. Everyone then has to put this plan in writing, and it must be a realistic plan or fellow members of the program will point out its shortcomings.

In formulating the program Dr. Malfetti studied the problem first-hand, riding with many drunks picked up for impaired driving, and even spent a night in the tank as part of his preliminary research.

"The DWI program is only a way to start", he points out. "It helps people be part of their problem's solution, takes the alcoholic out of his box of despair".

There are counsellors who refer members of the program for further help, and about 20% of the participants seek such help on a voluntary basis.

"What overall reduction in accidents could you expect if every convicted D.W.I. driver went through your program?" Dr. Malfetti was asked by fellow-panelist Dr. Wolfgang Schmidt, Associate Director of Research at the Addiction Research Foundation in the Ministry of Health. "I do not have sufficient records to establish these answers yet", replied Dr. Malfetti, "but I am not willing to wait for such a complete evaluation. There are 39 other programs now in existence from which we will have such evidence eventually. Meanwhile I want to go ahead on the best educated premises we have".

Other members of the Workshop panel were Miss Roberta M. Bruce, Associate Professor of Social Work, School of Social Work, Laurentian University, Sudbury; Douglas M. Lucas, Director, Centre of Forensic Sciences, Ministry of the Solicitor General; Basil Scully, Director of Northern Programs, Addiction Research Foundation, Ministry of Health, Sudbury; and Dr. Carl M. Stroh, Senior Psychologist, Canadian Surface Transportation Administration, Ministry of Transport, Ottawa. Mr. Scully was Acting Chairman for the session.



Panel members Miss Roberta M. Bruce, Douglas M. Lucas and Dr. Malfetti.



From left: Basil Scully, Dr. Arthur F. W. Peart, Dr. Wolfgang Schmidt and Dr. Carl M. Stroh.

accidents than expected in the First Aid training group.

Although the research is still in progress, these interim results are in line with other evidence indicating a positive connection between safety-oriented First Aid training and safety. Both the Industrial Accident Prevention Association and the Workmen's Compensation Board were sufficiently impressed by this evidence to provide financial backing for the second project, FACTS II, now beginning in the new city of Cambridge and in the City of Montreal.

Why does First Aid training make a more safety conscious person? "Hazard awareness is a state of mind", says Colonel Eaton, "and this is achieved in First Aid training by the candidate being personally and fully immersed in an activity which is related to the cause as well as the effect of an injury. This thus mentally prepares to accept the presence of the hazard".

Young People Air Their Views at Rap Session



A panel of experts chaired by Gil Mayer of Station CKNC-TV exchanged views with a capacity crowd of young people during the special Workshop held on Friday evening to discuss "YOUNG PEOPLE AND THE ROAD ACCIDENT PROBLEM".

Citizens' arrests, problems of obtaining insurance, the legal drinking age as it affects driving, the cost and availability of driver education and attitudes toward law enforcement officers were some of the topics aired during the session, which was devoted completely to interaction between panel and audience with no formal presentations by panelists.

Deborah Baker of the Ontario Council of Young Drivers, Thunder Bay, raised the question of age in relation to driving, as a result of a statement made by a delegate in the previous session that he would not let his 17-year-old daughter drive yet and thought the driving age should be



The panel: From left: Stanley M. McDowall, Manager, Vehicle Product and Service Engineering, Chrysler Canada Limited, Windsor; H. J. Aiken, Director, Vehicle Branch, Ministry of Transportation and Communications; J. D. Gleason, Traffic Control Engineer, Traffic Control Office, Ministry of Transportation and Communications; and Staff Sergeant D. J. Robson, Accident Prevention Branch, O.P.P. Headquarters in Toronto.

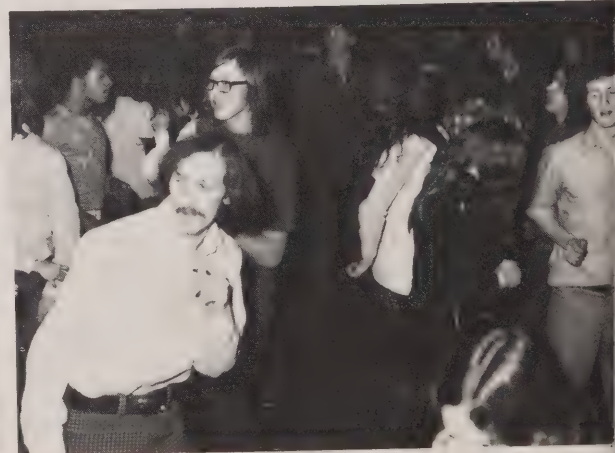


From left: Dr. Bernard Lavallee, Director, Sudbury Centre, Addiction Research Foundation, Sudbury; Michael B. Martin, F.I.I.C., President of W. Bruce Martin Insurance Limited in Sudbury; Carl E. Laybourn, Administrator, Public Safety Programs, Safety Office, Ministry of Transportation and Communications, Toronto; R. G. Gower, Manager, Driver Control Office, Driver Branch, Ministry of Transportation and Communications, and Gil Mayer, (alias Marcel A. Mucker), Panel Chairman for the evening, well-known to the audience from CKNC-TV in Sudbury where he is Account Executive.

Young people question the experts on everything from the legal drinking age to citizens' arrests during Friday Evening "RAP AND ROCK" session.

raised. During the lively exchange between the father and son, some members of the panel and young people in the audience, the high rate of motor vehicle collisions among young drivers was discussed, and it was generally agreed that this accident rate was due to inexperience (which could be a problem at any age) rather than youth. The father, however, stood his ground and was cited as a "brave man" by Staff Sergeant D. J. Robson of the Ontario Provincial Police who was on the panel.

A member of the audience asked how many drinks constituted the .08% blood-alcohol level, and was told by a panelist that although this varied from person to person, for most people, a safe guide to stay below the level was generally considered to be 1 oz. per hour.



After the Rap, time out for fun as the Rock swings into action to the music of "Nobody Special".

NEW TRENDS IN DRIVER EDUCATION

Donald A. Kirk, Education Officer in the Curriculum Service Branch of the Ontario Ministry of Education was Chairman of the eight-member panel on Driver Education.

The national picture: criticisms and recommendations

In a slide-tape presentation and follow-up talk by President Nanci Langford, the Canada Council of Young Drivers leveled sweeping criticisms at the state of driver education across Canada, and presented their solutions. A national opinion poll they had conducted revealed a lack of standardization between provinces, between high schools and commercial schools, a need for upgrading of teachers, a lack of space in available driver instruction courses due to a shortage of classrooms, teachers, cars and money. Their recommendations:

- Introduce driver education free of charge as a credit course in secondary schools, and make it available to every eligible student.
- Increase support for the program by both government and public.

- Set up a national task force with the co-operation of all provinces to design a curriculum 'package' for driver education which would be standard across the country and acceptable to every province.
- Evaluate the effect driver education courses in schools are presently having on the motor vehicle collision rate.

The state of driver education in Ontario

Carl Laybourn of the Ministry of Transportation and Communications compared Ontario's progress in driver education favourably with the national average. About 25% of eligible students are now receiving driver education courses in this province, he said. The shortage of qualified teachers is the major obstacle to offering the course to all the students who would like to take it.

A standard curriculum guide

Ed Blake, Public Safety Consultant, Ministry of Transportation and Communications, described the standard driver education course syllabus, prepared over the past two years and recently produced by the Ministry.



Workshop Panel No. 6 from left: Douglas W. McDonald, Phillip W. Randell, Dhiren Sinha, John H. Cranford, Donald A. Kirk, Robert L. Heath, Edward M. Blake, Carl E. Laybourn, Nanci Langford.

Both in-class and in-car lesson material then available was carefully studied and the resulting curriculum guide, to be made available this spring, establishes 39 40-minute classroom periods and nine 40-minute in-car periods, covering prescribed material.

The new teacher preparation course

For the last three years the Ontario Motor League and the Insurance Bureau of Canada have jointly sponsored the preparation course for high school driver instructors. Robert L. Heath, Master Instructor in Driver Education at Timmins High and Vocational School outlined the improved course, now extended to three weeks in length from the previous two, and offering considerably more in-car instruction time than was allotted in the old course. Last year courses were held in London, Hamilton, Toronto and Ottawa.

The Role of the Insurance Industry

The part played by the insurance industry both in its financial support of driver education across Canada, and the substantial insurance premium discounts granted to students who have completed recognized driver education courses, was discussed by John H. Cranford, Director of Communications, Insurance Bureau of Canada. According to a 1971 survey conducted by the Bureau, 77% of Canadians believe that driver education should be compulsory in this country.

Driver Education in Sudbury

Dhiren Sinha, Driver Education Teacher at Sheridan Techni-

cal School reported on the progress of driver education in Sudbury. The Sudbury School Board has recently increased in-car course instruction time from 6 to 7 hours, and increased the budget available for films and other resources in the district.

There is one summer driver instruction course offered in the district, at Sheridan Technical School. In considering the general shortage of teachers, Mr. Sinha noted that in view of the pay rates which are not high, the course must necessarily attract teachers of a community-spirited nature whose considerations are not primarily monetary.

Co-ordinating a Program

Mr. Phillip W. Randell, Master Instructor in Driver Education at Don Head Secondary School in Richmond Hill, gave the case for a co-ordinator in each school board who assumes responsibility for organizing courses, obtaining course materials, hiring and paying instructors, arranging insurance, installation of dual controls and other mechanical matters, and all classroom and in-car scheduling.

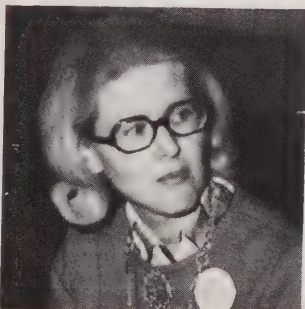
Emotional Abnormalities

Mr. D. W. McDonald who instructs driving classes at Chipewewa Secondary School is also an independent instructor operating outside the school system, stressed the importance of the instructor's ability to perceive emotional abnormalities in his students which could result in serious accidents.



Saturday luncheon head table guests Elie W. Martel, M.P.P. for Sudbury East, and Chairman of the luncheon; George W. Thomson, Director of the Sudbury Board of Education; luncheon guest speaker William S. Pickett, President and General Manager of American Motors (Canada) Limited, and John T. Koski, President of the Camosun College of Applied Arts and Technology in Sudbury.

Head table guest at Saturday luncheon, Mrs. Mary M. Conroy, Mayor of the City of Sudbury and District Industrial Commission former Alderman for the City of Sudbury.



...or evil to triumph, good
...le have only to do nothing".
...oted by Dr. James Malfetti
...ne recent Sudbury Road
...by Workshops.

Let's not over-stress importance of being on time

Sometimes care is much more important than speed, yet we tend to lay too much emphasis in the early school years on the importance of never being late. As a result, very young children can be more intent on getting to school or to class on time than on crossing the road or getting off the swing carefully. This was one of many useful points made by David Husband, Master at North Bay Teachers' College during Workshop #7, "THE NEW LOOK IN TRAFFIC SAFETY EDUCATION IN THE ELEMENTARY SCHOOLS", the final session of the Road Safety Workshops held on Saturday afternoon. Mr. Husband said it is important not to confuse children with unnecessary information at a very young age, when there are really lots of things that can readily be left out in the first stages and added gradually as they grow old enough to assimilate a variety of "shoulds". It is more important to teach the youngest pupils the things that will keep them out of accidents than to teach them about nutrition, for example.

School bus safety

Principal Richard Charbonneau of Champlain Separate School in Chelmsford discussed ways of keeping control of children on school buses, through training by the drivers at the beginning of the season, school bus patrols and classroom reinforcement. Some bus operators, he pointed out, were doing a disser-

vice to other drivers and to the children themselves by using the flashing lights when they let children off within 30 mile per hour zones.

Bicycle Safety Programs

R. J. McNeil, Vice Principal of Copper Cliff Public School said older pupils were the hard ones to convince of safe bicycle practices rather than those in grades 5 and under who were more easily taught safety rules.

18 different safety programs during year—O.P.P.

Constable Louis Gauthier of District No. 13, Ontario Provincial Police in Sudbury, said he and his colleagues conducted eighteen different kinds of safety programs throughout the year. These included bicycle and pedestrian safety, snowmobiles, dynamite, ice-breakup, problems of child molestation and organizing and training school bus patrols.

Mrs. Margaret Winkel, a teacher in Arthur Robinson Public School, Sudbury, described safety programs she conducts for primary grades, and Archie C. Stewart, Traffic Safety Supervisor with the Sudbury Police Department covered traffic safety teaching in Sudbury schools. He pointed out that there is such a thing as over-protecting children with crossing guards where traffic is really light enough for them to cross without them. In his experience, children actually resent having guards where they are unnecessary.



Panelists in Workshop No. 7. Above, from left: Richard Charbonneau, R. J. McNeil and Mrs. Margaret Winkel. Below: Constable Louis Gauthier, Archie C. Stewart, David Husband and Panel Chairmen Gerald L. Barbeau.



Three staff members from the MTC Highway Carrier and Vehicle Inspection sections in Sudbury chat with Robert H. Humphreys, Registrar of Motor Vehicles, MTC, Toronto. From left: Larry Ham, John Feduck, Mr. Humphries and Jack Orvis.



The Sudbury Young Ladies Choir entertains delegates after the Conference buffet supper, courtesy of the Ontario Motor League — Nickel Belt Club.

ontario traffic safety

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Hon. Gordon Carton, Q.C., Minister.

A. T. C. McNab, Deputy Minister.

Coming Events

March 28 - May 2 — Efficient Fleet Management Course, held once per week for six weeks, at the Ontario Safety League, Toronto.

April 9 - 10 — Industrial Accident Prevention Association of Ontario Safety Conference, Royal York Hotel, Toronto.

April 9 - 13 — Motor Fleet Maintenance Course, Ontario Safety League, Toronto.

April 16 - 18 — First Nations Conference on Snow and Control, sponsored by the Road and Transportation Association of Canada, National Conference Centre, Ottawa.

April 30 - May 4 — Commercial Vehicle Driver Training Course, Ontario Safety League, Toronto.

W. B. G. Reynolds, Director of Safety.

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L.I.P. grant goes to campaigner for child car seats

Two years of persistence and hard work on the part of a Toronto mother of two, have paid off in both recognition and practical help, in the form of a Local Initiatives Program grant. Joy Moon became a public campaigner for safe child car seats back in October 1970, after reading about the death of a 3-month-old child in a low-speed accident while being held in a car passenger's arms. Distressed over the lack of awareness about the need for child restraints, Joy Moon soon became deeply involved in the subject. One of the groups she contacted for help was the Consumer's Association of Canada, which she was a member. A.C. soon appointed her National Convenor for Children's Auto Safety. From this position she was appointed to the Seat Belt Committee of the Canadian Standards Association, and from there to the Chairmanship of a 11-member subcommittee set up to concentrate on developing a standard for child car seats and a dynamic testing facility here in Canada. The Ministry of Transportation and Communications is also represented on this subcommittee. The subcommittee is very close to its goal at this writing.

\$1,583.00 to spread awareness throughout Canada
Last month, Mrs. Moon received a \$13,583 L.I.P. grant to finance a seventeen-week project

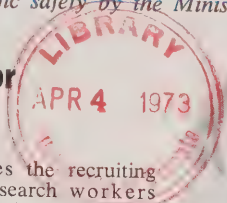
which includes the recruiting of six other research workers through Canada Manpower. The seven-member team was in action the first week of February; their task is to develop informative material for use by community groups across Canada. This will include a pamphlet, describing the various types of car seats available, for mass distribution to doctors' offices, pre-natal classes and nursery schools; a presentation handbook with slides to be produced and sold for use by community groups; a comprehensive statistical report for use by safety organizations, news media and government departments, and a questionnaire which the project team will conduct during Child Safety Week, May 1-7, assessing what parents currently think, know and do about car seating restraints for their children.

A coast-to-coast trip

As part of the project, Mrs. Moon will travel across Canada visiting all the provincial safety councils and government safety offices, service clubs and interested individuals to consult them about the material the team is preparing and enlist their support in its distribution.

Help welcomed

Enquiries will be welcomed by the project team, and should be directed to their headquarters in care of Mrs. Joy Moon, 95 McPherson Ave., Toronto. ●



Members of the LIP Child Restraint Project Team at their work headquarters. Left to right, standing: Bruce Smith, Stephanie Hamilton, Joy Moon, Jan Nicol. Seated: Gwen Wilmut.

Snowmobile collisions on the increase

Snowmobile tragedies have taken a sharp rise this winter, after a decrease in fatal snowmobile accidents in the winter season 1971/72 which had safety organizations and government agencies feeling optimistic that their education campaigns were beginning to show effective results.

through ice on a snowmobile, dying from exposure or heart failure after being stranded in the bush with a snowmobile, are not included in our figures if there was no collision involved, but in a broad sense they are most definitely part of the snowmobile problem."

According to a statement issued by Brian Jack, Administrator of Collision Data in the Driver Branch, Registrar's Division of the M.T.C. comparing the winters of 1970/71 and 1971/72, total reportable collisions involving motorized snow vehicles rose from 731 to 974, although deaths decreased from 38 to 27 in the same period. For Ministry purposes, a reportable accident is any collision occurring on or off a highway which results in injury to any person or in damage to property of any person other than the owner or driver apparently exceeding \$200.

Sudden rise in deaths this year

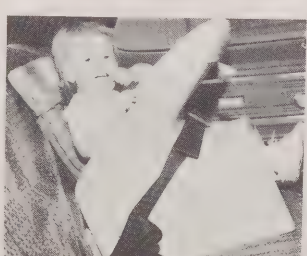
The picture has changed radically this year. The Ontario Safety League, which works closely with the O.P.P. in collecting current snowmobile fatality data, reports that at this time of writing, (Feb. 14) more people have been killed in snowmobile accidents in Ontario than for the entire season last year. Their report:

- 17 drownings
- 15 fatalities on public thoroughfares
- 4 killed running into fixed objects away from public thoroughfares
- 1 death from exposure.

Total: 37 deaths involving snowmobiles in the first six weeks of 1973.

"The Ministry's figures are conservative compared to those being collected by other agencies such as the Canada Safety Council, the Ontario Safety League and the Ontario Provincial Police," explained Mr. Jack. "Such accidents as falling

(Cont'd on page 2)



Year-old Alina Moon shows she's outgrown the GM infant seat, graduated to the Ford Tot-Guard.

Snowmobile collisions

(Cont'd from page 1)

Alarming increase in drownings

News reports of drowned snowmobilers who didn't take the danger of ice seriously enough are becoming alarmingly frequent in Ontario daily newspapers, particularly after a weekend. Often it takes days of search to find the victims' bodies after they are reported missing. "Witnesses said the couple clung to the edge of the ice for a short time but slipped from sight before help could reach them", runs one news item. Although last year the Canada Safety Council reported just three snowmobile-related drownings for 1971/72 in Ontario, this type of accident has increased to a startling 17 already this year. "This has been a poor season for snow, so people have taken to the lakes and rivers to snowmobile", says Ernie Taylor, Director of Outdoor Recreation at the Ontario Safety League. "Nobody should take chances with ice. Unless you are familiar with an area, you have no idea of the thickness of the ice, or where the strong currents are. It simply isn't safe to snowmobile on unfamiliar frozen waterways."

After dark worst time

"They got turned around in the darkness and headed south . . . and the tragedy took place," the father of another victim who was drowned along with his wife explained to a reporter.

Of the 37 deaths investigated so far this year involving snowmobiles, 25 occurred after dark, and many of them are known to have involved impairment from alcohol and other drugs. "Week-end snowmobile parties certainly add to the toll" says Mr. Taylor. "People seem to be taking the snowmobile for granted as a harmless toy. Obviously it deserves the same respect that any motorized vehicle deserves."

Snowmobiles double in two years

Sheer numbers of snow vehicles now being driven may well account for a good part of the increase in deaths. D. Boyd, Manager of the Motor Vehicle Licensing Section of the Ministry of Transportation and Communications, reports that at the end of the first 2-year period in which snowmobiles were required to be registered in Ontario (November 1968 - October 1970) there were 113,465 registered snowmobiles in Ontario. Last October, there were 224,299 registered, or nearly double the number from two years before.

Films and music for a long school bus ride



Robert Bradley, Superintendent of Schools, Sudbury Board of Education checks school bus projector with students Tim Roque and Dwayne Solomon.

The secondary school students who travel the 70-mile distance from Killarney to Lo-Ellen Park School in Sudbury and back each day, have worked out an ingenious way to solve the problems of restlessness and boredom that a 2-hour ride to school naturally presents. With the imaginative encouragement of Sudbury's Superintendent of Schools, Robert Bradley, they have installed both film and tape equipment, and now watch everything from Shakespeare to cartoons, travelogues on different parts of Canada and hunting and fishing films as they travel to and from school.

Each double seat is equipped with two sets of earphones, which receive the sound for both the films and the taped music that is played. The students themselves worked out all the technical aspects, from the projector at the back of the bus powered by a motor outside the bus, to the daylight screen and window shades needed for a clear picture.

"We had a few bugs at the beginning but we worked them out", said Mr. Bradley. "With a rough road containing more potholes than tar, it wasn't surprising that the projector disinte-

grated after the first three weeks. There wasn't a screw left in it. The students tried soldering them in. They just broke. Now they've devised a floating pad so the projector "gives" a little with the jolts of the bus, and it's working fine."

The Killarney students range from grades 9 through 12, and the purpose of the movie project on the bus is to keep up their interest in making the long bumpy trip each day, and continue their schooling through to grade 12. "Also, it's cold on those buses," said Mr. Bradley, "despite the front and rear heaters, and students usually wrap themselves in blankets for the ride. The films and music help take their minds off that problem, too."

The project has been in operation several months, and Mr. Bradley plans to wait at least a year before assessing its success and perhaps introducing similar projects on other school bus routes.

Meanwhile, student reaction has been excellent. "The kids have taken a great pride in the system and it's still in perfect condition. After all, it's their exclusive project, and they did the work."



Driver education in 546 schools

During the school year 1971-72 there were 546 schools offering instruction in driver education to students, according to a report produced by Carl E. Laybourn, Administrator of Public Safety Programs in the Ministry of Transportation and Communications.

The report shows advances in every aspect of driver education in Ontario. "There were more trained teachers, more courses offered, and more students trained than in any previous year" stated Mr. Laybourn. During the 1971-72 school season, 1,091 qualified driver instruction teachers conducted a total of 1,181 courses, and 28,320 students were successfully trained.

The real obstacle still left in the way of offering the course to every eligible student within the Ontario school system is a shortage of qualified teachers, Mr. Laybourn explained. At the moment about 25% of Ontario students can find places in the courses being offered, but the proportion is growing, and there has been a phenomenal growth within the driver education movement in Ontario since it began.

It was in 1960 that the Departments of Transport and Education began jointly to promote approved courses in driving instruction in secondary schools. At that time there were only 3 schools offering the course, compared with last year's 546.

"All school boards in Ontario have now accepted driver education either as an extra-curricular course or as part of the curriculum", said Mr. Laybourn. "It now remains to increase the driver education facilities with the school system, so that every student in Ontario may eventually receive this training."

If you don't belt up

"If you hit a car interior in a 30 mph crash, the impact is the same as falling face-down to the ground from the roof of a house" —Mr. Harold Taylor, Head of Safety Dept., Transport and Road Research Laboratory, England. (CARE - ROSPA).

L. to R: Students Larry Roque, Tim Roque and Dwayne Solomon chat with Robert Bradley on the school bus they equipped with films and hi fi.

M.T.C. Director of Safety Addresses Montreal Touring Club

The Montreal Touring Club last month invited W. B. G. Reynolds, Director of the Ontario M.T.C. Safety Office, to discuss Ontario's driver demerit point system at their annual meeting, February 7th. The many automobile club members present had a special interest in learning Ontario's experience with the point system since 1959, as Quebec province has just begun its own demerit point system on March 1st, 1973.

Mr. Reynolds outlined the Ontario system, stressing its corrective aspects which are its primary purpose. Of particular interest were the interviews which the Ministry's carefully chosen review officers conduct with drivers who have accumulated 9 points and are called in for a complete re-examination and discussion.

Many of those interviewed were truly surprised that we consider them bad drivers who create

hazards on the roads . . . they think their offences are just 'minor stuff'. Their reactions run the entire gamut of the human emotions from abject penitence to arrogant hostility. In most instances, they know the rules of the road but are sloppy about observing them . . . But they do not realize the risks they are taking—and what is more important, the risks they are forcing on other road users—by their failure to drive by the book."

What about results? Is the point system helping to improve driving habits and attitudes in Ontario?

"First of all, only a relatively small proportion—about 2 percent of Ontario's three and a half million licensed drivers — get caught in the point system and reach the 6-point plateau each year", Mr. Reynolds explained. "During 1971, a total of 77,592 drivers accumulated 6 points and received warning letters. Of

these, only 26,128 or 33 percent went on to the 9-point level and were called in for a re-examination and interview. And of those who reached 9 points, only 3,650 or 14 percent chalked up a total of 15 points and lost their license for 30 days.

"Putting it another way, of the 77,592 drivers who got caught in the net at the 6-point level, only 5 percent had their licenses suspended. One can only conclude that the other 95 percent got the message and decided to play the game by the rules."

Course for persistent violators

Mr. Reynolds described a new approach now being taken to change the habits of persistent violators. A group of drivers who had reached the 9-point level for the second time were ordered to attend a special clinic of three evening sessions, each two and a half hours long, or a total of seven and a half hours of instruc-

tion. Based on the "Course in Modern Driving" designed by the Ministry to help any driver up-date his knowledge about safe driving practices and rules of the road, the first such course was held early in December.

"At the beginning of the first session, it was apparent that considerable antagonism existed. Many of the drivers blamed the police or the judges or the Ministry or other drivers for their predicament . . . The instructor reported that the change on the part of those who attended the three sessions was both astonishing and gratifying. By the end, they came up and shook him by the hand and thanked him for the knowledge they had gained."

"The clinic was conducted by a member of our staff who is very good at getting people involved in a discussion and the results seem to indicate that we are on the right track as far as rehabilitating the habitual offender is concerned."

The studded tire ban and winter collisions: A before-and-after report

Ontario is now into its second year of winter driving without studded tires. How have we fared without them?

A special report just produced by Peter Smith, M.T.C. Director of Engineering Research, finds that despite a total increase in road accidents from 85,099 in 1970-71, the last winter when studded tires were in use, to 99,279 in 1971-72 following their ban, the total proportion of collisions that occurred on icy and snow-covered roads stayed just about the same: 22,348 to 22,324, although icy roads were more prevalent last winter.

Legislation permitting the use of studded tires was introduced in Ontario in November, 1967. Their use was banned as of March 30, 1971. Whereas there was a steady yearly increase in road accidents—both total and proportionate—on icy and snow-covered roads while studs were in use, since the ban accidents have actually decreased proportionately in this category, while the total accident figure has continued to rise.

Although the study appears to go beyond reasonable doubt

the question of whether the highways of Ontario in general are safer in winter without the use of studded tires," Mr. Smith says "There is a real need for winter driving aids that provide both the convenience of increased traction and the assurance of better vehicle control in adverse conditions". He noted that many manufacturers were now actively developing alternatives to the conventional studded tire.



Peter Smith



Road markings effaced, and hazardous deep ruts left by studded tires before they were banned in 1971.

In January of this year, Mr. Smith presented his findings to the Annual Meeting of the Highway Research Board in Washington, D.C. The Minnesota Department of Highways also presented the results of a before-and-after study they had conducted, having banned studded tires in the same year, and their findings were similar to those in Ontario.

Copies of the complete Report RR 183, entitled "Winter Accident Experience in Ontario With and Without Studded Tires" may be obtained from the Engineering Research and Development Branch, Ministry of Transportation and Communications.

Those first raindrops are a danger signal

The first few minutes of a rain storm, especially after a prolonged dry spell, produce extremely dangerous driving conditions. Water mixed with oil and rubber which has had time to build up on the road creates a very slippery surface. It takes a good downpour to clean this slick away.

The defensive driver recognizes this danger period, and compensates by driving more slowly and allowing more stopping distance, to avoid an unexpected skid.

Test Yourself

Q. Do you really know the law about stopping for stopped school buses?

Here it is:

A. Overtaking or Meeting School buses.

Where a school bus is stopped on a highway or part of a highway on which the maximum speed limit is greater than 35 miles per hour for the purpose of receiving or discharging school children, the driver of a vehicle, (HTA 120(2).)

- (a) when **overtaking** a school bus on which the words "do not pass when signals flashing" are marked and two red signal-lights are illuminated by intermittent flashes; and
- (b) when **meeting** on such a highway, other than a highway with a median strip, a school bus on the front of which two red signal-lights are illuminated with intermittent flashes,

shall stop the vehicle before reaching the school bus and shall not proceed until the school bus resumes motion or the signal-lights are no longer operating.

Q. What is a median strip?

A. Median strip means the portion of a highway so constructed as to separate traffic travelling in one direction from traffic travelling in the opposite direction by a strip of pavement of more than ten feet in width, a physical barrier or an unpaved strip of ground. (HTA 1(1) (14).)



A median strip is a strip of pavement of more than ten feet in width, a physical barrier or an unpaved strip of ground. Above (left) is an example of a highway divided by a median strip, and (right) a two-lane highway without a median strip. In this latter situation, motor vehicles coming from both directions must stop if a school bus, with its signal lights flashing, stops to let off passengers.

LETTER TO THE EDITOR

Regarding the article on the back page of Ontario Traffic Safety for December 1972, "Slippery Roads Do Not Cause Collisions", this was a most unfortunate choice of headlines, when in fact slippery roads unquestionably constitute a contributory cause of collisions. We are all well aware that most crashes are found to have several contributing causes, and we are furthermore aware that at least theoretically it should be possible for the driver to compensate for all of them by his taking precautionary measures by slowing down on slippery roads. However, the very essence of our change in direction with regard to traffic safety on both sides of the border has been the rejection of the idea that drivers should be expected to compensate for all conditions and circumstances,

including slippery roads. Quite to the contrary, we as government and industry should be helping the driver by getting on with the job of reducing or removing many of the needlessly contributing causes.

With regard to the specific detail of the article, it is of course true, as Mr. Schonfeld maintains, that in some instances there is enough water on the road to allow the development of a condition called hydroplaning or aquaplaning. Evidence offered thus far through studies of actual highway accidents suggests that hydroplaning is very seldom a contributing cause of a crash, while wet roads frequently contribute to a crash. A study of the many surveys made by the various highway departments reveals that some roads are almost as good wet as dry with regard to

frictional characteristics, while other roads deteriorate greatly when they become wet. The retention of high coefficient of friction when the pavement is wet is dependent on the use of appropriate aggregates, as has been extensively reported in the technical papers offered by the Highway Research Board meetings in Washington and at the first International Conference on Skid Prevention held in Charlottesville, Virginia some years ago. Furthermore, as other technical papers have shown, it is feasible to restore the frictional characteristics of badly worn pavement by resurfacing.

Sincerely,

Roy Hauesler,
Chief Engineer,
Automotive Safety and Security,
Chrysler Corporation, Detroit.

Coming Events

April 9, 10, 11—I.A.P.A. Annual Safety Conference, Royal York Hotel.

April 2-6—Basic Driving Instructors Course, Ontario Safety League, 409 King St. W. Toronto.

April 9-13 — Motor Fleet Maintenance Course, Ontario Safety League.

April 16-18 — First National Conference on Snow and Ice Control, sponsored by the Royal Canadian Mounted Police and Transportation Association of Canada, National Conference Centre, Ottawa.

March 28 - May 2 — Efficient Fleet Management Course, Ontario Safety League.

April 30 - May 4 — Commercial Vehicle Driver Training Course, Ontario Safety League.

May 1-7—Child Safety Week National Campaign.

May 6-10—Canadian Law Congress, 8th Biennial National Safety Conference, Sheraton Brock Hotel, Niagara Falls, (Note changes in dates for April 29 - May 3).

May 27-30 — Canada Safety Council 5th Annual Conference, Macdonald Hotel, Edmonton, Alberta.

How to say "I'm Stranded"

The motorist whose car breaks down on the highway will get faster help, and create a minimum of road hazard, by taking the following action recommended by the Ministry of Transportation and Communications:

- Pull completely off the road onto the shoulder, or onto a driveway or lot.
- Turn the emergency four-way flashers on.

- Lift up the hood.
- Tie a white handkerchief to the antenna or door handle.
- Use flares if you have them available.



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Hon. Gordon Carton, Q.C., Minister.

A. T. C. McNab, Deputy Minister.

W. B. G. Reynolds, Director of Safety.

Editor, Judith Adams



ontario traffic safety

Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario

Accidents Number-one Child Killer



About 2,000 children die each year in Canada, and over half a million are injured through accidents. To publicize the dangers to children that result in this yearly toll, the Canada Safety Council again sponsors Child Safety Week, May 1-7, through media and community organizations across the country.

"Today's children live in an increasingly complex world," the Council points out. "An important part of their education is how to live safely in our modern fast-moving society. A positive atti-

tude towards safety instilled in children from an early age will help them to cope with hazards all their lives."

Campaign material includes a child safety poster, pamphlets on general child safety, accidental poisoning, safe toys, baby sitter safety, safe bicycling and prevention of falls, all available from the Canada Safety Council at 30 The Driveway, Ottawa K2P 1C9. Community groups are asked to lend their support in focusing public attention on childhood accidents, by participating in the campaign.

You can help protect yourself in holiday weekend traffic

Do you get cold feet about heading out in the car on a holiday weekend? Collision reports for a holiday weekend can be frightening.

But take heart . . . some of the collisions didn't have to happen. You've got an excellent chance of avoiding an accident if you drive defensively and follow the rules of the road every time you're behind the wheel of a car.

For proof, let's take a look at last year's Victoria Day fatal collisions. During the 1972 Victoria Day Weekend, from 6 p.m. on Friday, May 19th to midnight of Saturday, May 22, there were 24 fatal traffic accidents in Ontario, which a total of 29 people were killed. Three of the people killed were pedestrians. Four were bicyclists.

Of the remaining 17 collisions,

there were nine which involved only one moving motor vehicle. Twelve people died in these accidents. Two of the vehicles had badly worn tires. Some of the drivers were speeding and lost control. "Car went out of control on a curve" is a phrase you read often in newspaper reports.

You can help protect yourself against this kind of tragedy by making sure your car is in safe operating condition . . . by staying within the posted speed limit and slowing down when weather or traffic conditions are unfavourable . . . by planning your trip in advance so you don't have to make sudden moves to get into the right lane . . . by taking rest stops to avoid getting drowsy or inattentive behind the wheel.

In at least one of the single-vehicle accidents, the driver was not wearing his seat belt and was

thrown out of the car. Your chances of surviving are five times greater if you stay in the car.

Eight of the accidents involved two vehicles. In these accidents, four car drivers, four car passengers, one motorcycle driver and one motorcycle passenger were killed. Driver errors in these collisions included . . . improper turns, failure to yield right of way, failure to stop for stop sign, improper passing. In at least half of the accidents, one of the drivers had been drinking. Only one of the car drivers involved was reported as wearing a seat belt at the time of the accident.

When you're approaching an intersection, or passing a driveway, drive defensively . . . the other driver may be breaking some rule of the road.

Defensive driving won't protect you from all accidents but it will put the odds in your favour. And, in case you do get involved because of some other fellow's mistake, make sure your seat belts are done up properly . . . lap belt snug and low across the pelvic bones, shoulder harness a little slack . . . about a fist's width from your chest.

If you're out on-foot walk on the left, facing oncoming traffic and wear something white or light coloured at night. Two of the three pedestrians killed last Victoria Day weekend were walking with, not against, traffic.

Four of the deaths last Victoria Day were bicyclists. If you're riding a bike, you must obey the same rules of the road as car drivers have to follow. Further tips on safe cycling are included elsewhere in this issue.

It's Bike-Checking Time

Bike sales in Canada have nearly doubled between 1971 and 1972 (an estimated rise from 700,000 to 1,250,000 states a spokesman for the Ontario Safety League). And Ontario's bicycle accidents are reflecting this increase. Although exact figures have not been released, the trend in both fatal and non-fatal collisions involving bicycles is up unusually high in the past year.

Bicycle accidents can be prevented in the same way as motor vehicle accidents by making sure that the bike is the right size for you to handle comfortably, that it is in safe operating condition, that you know and obey the rules of the road and that you drive defensively at all times.

Size

The size of your bike affects your ability to reach and use the steering, pedaling and braking controls.

You should be able to reach the ground comfortably with the ball of your foot when you are sitting upright.

If it is a bicycle with which you are not familiar, get used to it by practising on parking lots and other places away from traffic until it feels right and you have it under control. For example, if you have bought a 10-speed racer, you'll find it takes time to get used to the gears, and you can reach tremendous speeds with it. At high speeds, you can lose control if you hit a small stone, or the narrow gauge wheel catches on a sewer grating.

Safe Operating Condition

Your bicycle is a vehicle, under the Highway Traffic Act, and it must be in safe operating condition.

Here are some things to check.

Lubrication—front hub, head bearing, coaster brake and crank bearings need good multi-purpose grease. Chain and pedals need good light machine oil.

Steering—Keep handlebars straight, tight and right height. Keep handlebar nuts tight. Make sure grips are snug.

Wheels—Check for bent or missing spokes. Keep axle nuts tight.

Tires—Check for cuts and bruises. Keep pressure up. Don't drive with bald tires.

Brakes—Keep them properly adjusted.

Chain—Should be cleaned and oiled regularly. Check for weak links. Keep proper tension —

about $\frac{3}{4}$ " up-and-down movement is correct.

Your Bicycle Must Have:

- a bell, horn or gong in good working order.
- If you are driving after dark, or at any other time when, due to insufficient light or unfavourable atmospheric conditions, people and vehicles on the highway are not clearly discernible at a distance of 500 feet or less, you must have a white or amber light on the front of your bicycle and a red reflector or light on the rear. You must also have red reflective material at least 10" long, 1" wide on the back fender and white reflective material at least 10" long, 1" wide, on the front forks.

RULES OF THE ROAD

Bicycles are Prohibited:

- on certain municipal roads where the speed limit is 50 miles an hour or more
- on controlled-access highways (unless you live on property adjoining the controlled-access highway to which there is no other means of access by highway).

Signalling:

You must hand-signal before turning, changing lanes, stopping or slowing down.

Right-of-Way:

At intersections without lights, stop or yield signs, yield right-of-way to traffic approaching from the right. Coming out of a driveway, yield right-of-way.

Turns:

Don't decide to turn at the last minute.

Signal well ahead of turning point and hold signal until you are ready to start the turn. Put both hands on handlebars when making the turn.

Do not make the turn unless it is safe to do so.

Complete your turn in the proper lane.

At busy intersections, it's safer to cross with the pedestrians. Get off your bike and walk.

Pedestrian Crossovers:

Yield the right-of-way to pedestrians in the crossover, slowing down or stopping if necessary.

Don't pass another vehicle within 100 feet of the crossover.

These are just some of the rules of the road you must know and



RIGHT TURN

LEFT TURN

STOP

obey, but your best guide is the "Driver's Handbook" available from the Ministry of Transportation and Communications.



The Ministry of Transportation and Communications Traffic Safety Caravan which visits fall fairs and ploughing matches in Ontario from spring to late fall now has a new winter look. Converted into a classroom, it travels throughout Ontario, visiting sites where elms being felled and training seasonal Ministry employees in safe methods of tree cutting. The half-day sessions—attended here by some seasonal employees in the area of Morriston, Ontario—are intended to protect employees against injury. Above, Tom Parker, M.T.C. Staff Safety Supervisor in Burlington, instructs the class.

Summer teacher preparation courses to be offered in seven Ontario centres

The 3-week teacher preparation courses in driver education will again be offered this summer to secondary school teachers who wish to qualify as instructors in driver education courses at their schools. Courses will be offered in London, Hamilton, Toronto and Ottawa, and in Sudbury, Windsor and Thunder Bay if the number of applications in these areas warrant running local courses. This will be the third summer for the new three-week syllabus, which has been revised this year as the result of experience with the 1972 course. The shortage of qualified driver education teachers has long been the major obstacle to being able to offer this instruction to every eligible student in Ontario's school system. At the

moment an estimated 25% of eligible students are able to find places in high school driver education courses. But the number of qualified teachers for these courses is on the increase. Last year 149 new teachers qualified, or 50% more than the 98 who were trained in the summer courses offered in 1971.

Interested secondary school teachers may obtain application forms by writing to the Safety Office, Ministry of Transportation and Communications, 5th Floor, Ferguson Block, Queen's Park, Toronto. Applicants must be practising teachers in the Ontario school system, and have the approval of their Principals and Boards of Education to attend the course.

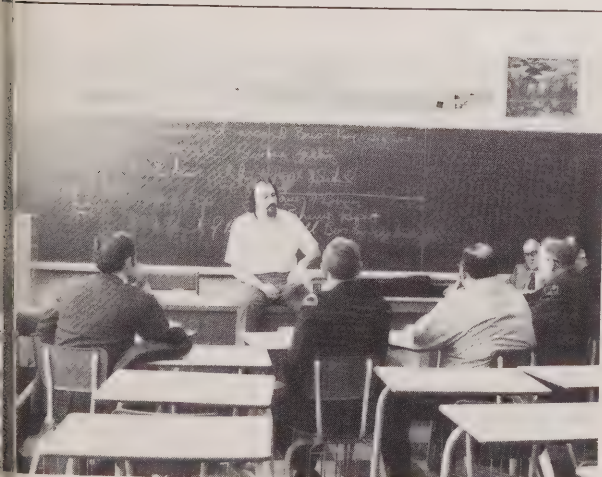
Law says stay 500 feet behind fire engines

At a recent conference of firefighters, there was a general complaint that the driving public tends to follow fire engines far too closely for safety. In fact, section 106(2) of the Highway Traffic Act states that "No driver of a vehicle shall follow a fire department vehicle when responding to an alarm at a distance of less than 500 feet."

There's a good reason for the law, stated a spokesman for the Association of Firefighters. "We often have to brake very quickly when manoeuvring

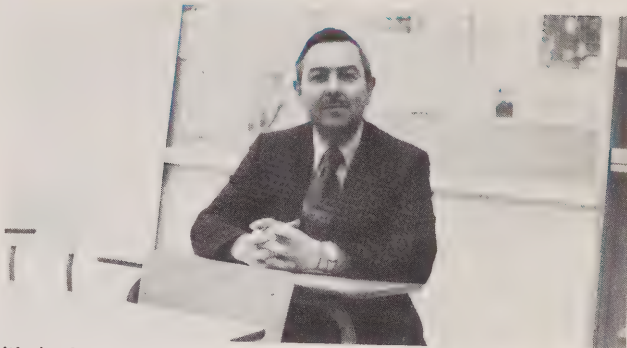
through traffic on the way to a fire, and our men travelling in the rear of the vehicle are exposed to severe injury from vehicles following too closely which may not stop in time to avoid colliding with the fire engine."

The firefighters would like to see that the general public becomes aware of this problem, which has recently reached dangerous proportions and resulted in a number of collisions enroute to fires.



School bus operators divided into smaller discussion groups led by psychologists of the North York Board.

Bus Driver Workshops — A new approach



It's back to school for School Trustee Harold Koehler of the North York Board of Education, who sat in on a number of sessions during the recent school bus operators' seminar.

The seventy school bus drivers in the North York Board of Education met at Earl Haig Secondary School on March 20, in a new kind of experimental workshop that may set a precedent for one-day bus driver seminars in the province. The seminars themselves are a yearly event in a great many communities, and in North York they've been going on since 1960. But this year, in addition to lectures, slides and films presented in a classroom by Ministry of Transportation and Communications, Board of Education and O.P.P. personnel, the drivers broke up into a number of small discussion groups led by psychologists with the North York Board.

"It really worked well," said Cliff Ireland, Chairman of School Bus Safety and a bus driver himself since 1955. "In small groups the men don't hesitate to air their beefs the way they might in a big class".

The problems of discipline, vandalism, co-operation between teachers and drivers were the main points of discussion, and drivers weren't shy about complaining. School Trustee Harold Koehler sat in on several of the

smaller workshops, and got an unusually vivid impression of the day to day difficulties the drivers face. "I'd encourage this type of down-to-earth discussion to continue in future," he stated. "These sessions should have everybody's wholehearted support."

The psychologist discussion leaders, after their sessions, planned to get together themselves and prepare a summary of impressions and suggestions which they would then take to the Board for implementation.

Later in the day the drivers reassembled in three larger discussion groups to discuss emergency procedures, mechanical fitness and rules of the road under the leadership of MTC, Board of Education, O.P.P. and Metro Police personnel.

The drivers' final recommendations included the removal of specific traffic hazards they were in a position to note when they travelled their routes each day, the holding of emergency escape drills and greater involvement of Metro Police in bus safety education, in addition to their present program of traffic safety education in classrooms.



M.T.C. Public Safety Consultant Don Edwards sums up the day's discussions with all 70 drivers present.

Traffic Safety Round-up



L. to R: N. Puddicombe, Brockville Lions Club member; W. G. Manoll, Lions Club President; N. L. Sterritt, Chief of Police; John G. Broome, Mayor; Corporal D. L. Humble, Safety Officer.

BROCKVILLE—The bright new yellow safety vehicle shown above was presented by the Brockville Lions to Mayor John G. Broome and members of the Brockville Police Department on February 27 of this year. The Lions Club and the Police Department have promoted school safety patrols in Brockville for the past 19 years. This vehicle replaces a similar one donated by the Lions Club in 1969. The Brockville community, with about 20,000 population, has had no traffic fatalities since 1969.

TIMMINS—On February 21st, the new Timmins Safety Council came into being, succeeding the Porcupine Safety Council which had been reorganized three years ago.

Strong municipal leadership and support for the new group was indicated both by the presence of Mayor Leo Del Villano at the inaugural meeting, and the appointment of some members of the city council to the safety council. Safety Council officers were elected during the first meeting, and the first programs to be undertaken by the Council were discussed. These include a program of public information on the new traffic signals which have been installed in the city—the new advance flashing green light and "WALK—DON'T WALK" signals. The group also hopes to launch a major bicycle safety program in the spring.

A study group will review existing safety programs now being provided in the community, and the Safety Council will tie in with current provincial and national safety programs available.



Newly elected officers of the Timmins Safety Council. Front: Chairman Ernie White and Secretary Mrs. Anne Sutherland. Standing: l to r: M. L. Szpara, Past Chairman, Les Bailey, Treasurer and Roy Davis, Vice Chairman.

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New Canadian driver education textbook available in bookstores

Driver education courses in Ontario high schools have adopted the newly published textbook *Power Under Control*, which was prepared by the Ministry of Transportation and Communication in co-operation with a number of driver instructors last year. The book is supplied free of charge to the high school driver instructors by the Ministry. Since its adoption in place of the American textbook previously being used, the book's fame has spread far and wide across the country and internationally as well. As a result, many requests and even money orders have been mistakenly sent to the Ministry by people wanting to buy copies. *POWER UNDER CONTROL* is available to people other than driving teachers in Ontario high schools only through the publisher, McClelland & Stewart, 25 Hollinger Road, Toronto M4B 3G2, or from book stores, at a cost of \$5.95 per copy.

Two metro universities launch joint program in transportation

A joint program in transportation has been developed by the University of Toronto and York University, for the purpose of viewing Canadian transportation problems from an interdisciplinary perspective. Graduate study programs in both universities are offered in a broad spectrum of transport studies, among them urban transportation planning, traffic engineering, control and management, road and traffic safety and highway design. There is a wide variety of graduate degree programs in which transport studies may be undertaken at both universities, and students enrolled in either university may avail themselves of full inter-university co-operation in the field of transport studies.

Inquiries regarding more detailed information on the research and other activities of the Joint Program in Transportation may be obtained from the Centre for Urban and Community Studies, 150 St. George St., University of Toronto, Toronto, Ontario M5S 1A1, Telephone (416) 928-6424 or the York University Transport Centre, 4700 Keele Street, Downsview, Ontario M3J 1P3, Telephone (416) 667-3137.

Coming Events

Apr. 30 - May 4—Commerce Vehicle Driver Trainer Course, Ontario Safety League.

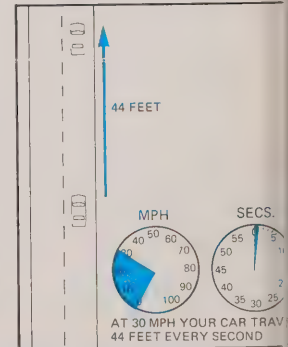
May 1 - 7—Child Safety Week, National Campaign.

May 6 - 10—Canadian Labour Congress, 8th Biennial National Safety Conference, Sheraton Brock Hotel, Niagara Falls, Ontario.

May 27 - 30—Canada Safety Council 5th Annual Conference, Macdonald Hotel, Edmonton, Alberta.

May 27 - 30—Annual Ontario Traffic Conference, Holiday Inn Oshawa. Highlight: Special Safety Officers' Presentation, May 29th a.m.

DRIVING IS A JOB THAT NEEDS YOUR FULL ATTENTION



W. B. G. Reynolds, Director of Safety.

Editor, Judith Adams



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New Waterloo Regional Safety Council Formed

A newly formed Waterloo Regional Safety Council selected a steering committee in mid-March, at an open meeting to which members of the public were invited. The six-member committee is composed of: Alderman Edith MacIntosh, Trevor Jones of B. F. Goodrich, Regional Fire Chief Edward Johnston, Mrs. Orval Lichty of the Wellesley Twp. Farm & Home Safety Council, W. H. Timmis of Waterloo and Region Police Chief Wilfred Henrich.

The idea to form the safety council on a regional scale came from Kitchener Alderman Edith MacIntosh, who is also a member of the regional council of Waterloo, and a Director of the Canada Safety Council. "There are already a great many safety activities now being carried out in the Waterloo region," commented Mrs. MacIntosh, "and we've had enormous support from the most surprising quarters to co-ordinate these efforts on a regional level." Waterloo regional government came into being on January 1st, 1973, and embraces the districts of Wellesley, Woolwich, Wilmot, Waterloo, Kitchener, Cambridge and North Dumfries.

Since that formative mid-March meeting which was attended by 25 interested citizens and addressed by the Ministry of Transportation and Communications Safety Director Walter Reynolds, the growth of the Council has gathered momentum. The steering committee drew up a tentative slate of officers on April 17 for presentation at an open meeting at Police Headquarters on May 14. The officers nominated, who have accepted their positions on the Safety Council, are as follows:

Alderman Edith MacIntosh, President; W. H. Timmis, executive vice president; Mrs. Bernice Brown, vice president; George Kinney (Waterloo Mutual Insurance Co.), treasurer; Trevor L. Jones (of B. F. Goodrich Co.), secretary; Jane Kissner, assistant secretary.



Left to Right: Waterloo Regional Safety Council steering committee members Ald. Edith MacIntosh, Trevor Jones, Fire Chief Edward Johnston, Mrs. Orval Lichty, W. H. Timmis and Police Chief Wilfred Henrich.

Two honorary directors have been named; Ira G. Needles, one of the first presidents of the Canada Safety Council, and Arthur W. Sandrock, the "father of driver education" in Canada.

Directors named are: Edward A. Johnston, fire chief, Waterloo Region; Edward Muschamp, president of Citizen's Cleanup and Fire Prevention Committee; Jack Fraser, safety coordinator of Waterloo County School Board; Al Cormier, Junior Chamber of Commerce; Margaret Terol, Grace Stoner, Harold E. Stumpf, REACT; John A. B. Webster, director of traffic operations for City of Kitchener; Vic Bridle, Mr. Webster's assistant; W. J. Henrich, police chief, Waterloo Region; Mrs. M. Baer, Women's Institute and Home & School Association; Mrs. Dorothy Lichty, Farm & Home Safety Council; Mrs. Gabrielle Moule, Red Cross Water Safety; Pat Doherty, Separate School Board safety coordinator; Cathy Stauffer, school bus safety chairman for Consumers Association of Canada; R. D. Roycroft, Workmen's

Compensation Board; Phil Meighan, John Killy, Robert Paterson, Gracie Lyddle, Tri-County Motor League; Jim Reid, Bell Canada public relations manager; Fred Speth, Elmira chamber of commerce public relations.

The Safety Council has some activities already underway; school bus safety is undergoing their intensive scrutiny under the active direction of the Consumer Association's Cathie Stauffer, who is conducting a study that includes screening of drivers, the condition of buses, passenger protection, discipline problems. Kitchener is, as Alderman MacIntosh proudly points out, the "birthplace of driver education in Canada", and the Council is planning an important 25th anniversary celebration to mark the city's quarter-century of activity in that area under Arthur W. Sandrock, now an honorary director of the Council. More details of the celebration will be included in a later issue of this bulletin.

Water safety is one of the immediate projects of the Council,

to be directed by Gabrielle Moule of the Red Cross, and the Waterloo Regional Police will soon be introducing their safe bicycling course.

"We want to co-ordinate all the existing safety efforts in the community and make them known to the public on a regional scale," newly appointed President Mrs. MacIntosh stressed. "And it's very gratifying to see the many offers of co-operation and expressions of interest we've received to date." A deluge of telephone calls and mail has brought enthusiastic offers of help from far and wide, all of them from influential people representing the business, academic and political sectors in the region who are throwing in their lot with the safety group. Region Police Chief Wilf Henrich who has watched the growth of the safety movement in Kitchener over many years, is very enthusiastic about the new Waterloo Regional Safety Council. "It's a vital contribution to the well-being of the people in this region," he commented. "In fact, it's a necessity."

Transportation Safety on the Northern Ontario Frontier



R. A. Kennedy, Safety Supervisor and E. A. Frith, General Manager of Ontario Northland.

The Ontario Northland Transportation Commission, a branch of the Ministry of Transportation and Communications, forms a vital link with Ontario's northern communities, by rail, bus, truck and water. The O.N.T.C. has over 500 miles of mainline railway track stretching from North Bay to James Bay, and 38 diesel engines with over 2,000 of its own freight and passenger cars to cover the points between, with branch lines into Timmins to the west and Noranda, Quebec, to the east. This includes the special excursion train, the famed "Polar Bear Express", which takes capacity crowds of tourists from Cochrane to Moosonee and back the same day, six times a week between June and September each year.

Ontario Northland's buses cover many of the towns where the railway doesn't extend, as far west as Hearst, Wawa, and Sault Ste. Marie. The buses travel an estimated million-and-a-half miles a year, much of it in icy and snowy conditions that bus drivers in southern Ontario never have to face. The Star Transfer fleet of trucks is owned by the O.N.T.C., who also have an express freight operation of smaller pickup and delivery trucks travelling between Kirkland Lake, New Liskeard, Rouyn, Timmins and Cochrane terminals.

And by water, the O.N.T.C.'s "Chief Commanda", a 110-foot, all-steel cruise ship, carries about 10,000 passengers a year on a six-hour cruise of Lake Nipissing and the French River.

A Comprehensive Safety Program

Such a vast network of transportation facilities needs a sophisticated program of accident prevention and safety education.

program of education for all of the 1700 members of the O.N.T.C. staff. "We investigate personal injuries and accidents, keep careful records of on-the-job injuries and tackle the problems that are causing the accidents in frequent training sessions", Mr. Kennedy explained. The safety team take their own colour slides of hazardous on-the-job situations and use them to instruct their classroom groups. Safety shoes are worn voluntarily by the majority of railway shop employees. Hard hats must be worn in the mechanical department, and the wearing of safety glasses even for visitors to the shop has just been made compulsory. "It's not always a popular position to be in, but it's more important to

cut down on the on-the-job injuries than worry about being popular", states Mr. Kennedy.

Driver Safety

The 88 vehicles that include buses, trucks and station wagons driven by O.N.R. staff cover a total of 2,500,000 miles each year.

All the bus and truck drivers are enrolled in the Ontario Safety League and Transportation Safety Association Safe Driver Award Program. About 200 employees of the O.N.T.C.'s nine departments receive Defensive Driving Courses each year. The courses are conducted by Mr. Kennedy and Mr. Coomber in conjunction with the Communications Department in North Bay, Cochrane, Kirkland Lake, Rouyn and New Liskeard.

Emergency Training

An important part of the O.N.T.C. safety program is first aid training for its staff, under the direction of Art Coomber, who is a qualified St. John Ambulance Instructor and Examiner. Everybody who works in the shop and railway yards has a minimum of 8 hours first aid training, and certain voluntary first aid men, distinguished by their red hats, are more extensively trained and brought up-to-date on this first aid training at least twice a month. There are well-equipped and strategically placed first-aid rooms in the shop and yard area where any employee with a minor injury on the job may be treated immediately and the more serious injuries that may occur receive preliminary



Mrs. Linda Montemurro, Public Relations Assistant with First Aid Instructor and Safety Representative H. J. Coomber in one of the O.N.R.'s well-equipped first aid rooms.

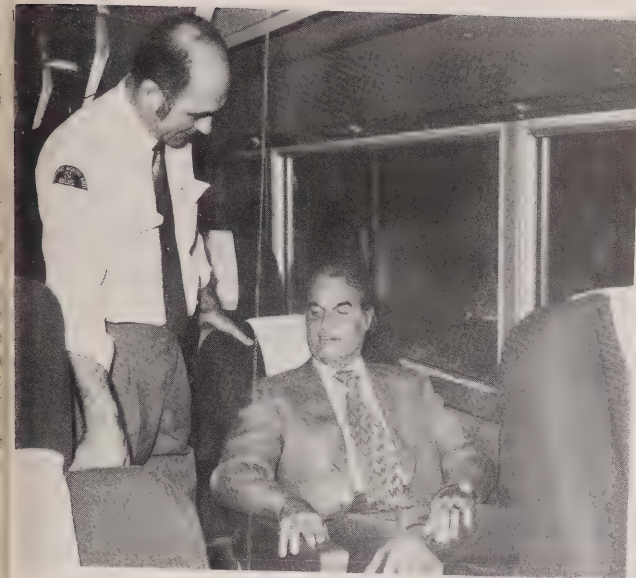
Drivers must be both highly skilled at their work and safety conscious on a very broad scale, for the protection of their passengers and the general public. Maintenance-of-way men who keep the vast stretches of rail in good repair are particularly vulnerable to on-the-job accidents in their rugged line of duty. And the men who service the heavy diesel engines and cars in the railway yard and O.N.R. shops are as exposed to the possibility of on-the-job accidents as just about any industrial employees could be.

The Man in Charge

The responsibility for all these areas of safety lies with R. A. Kennedy, Safety Supervisor for the Ontario Northland Railway, who with his assistant Safety Representative and First Aid Instructor H. J. Coomber coordinates an extremely active



R. A. Kennedy, O.N.R. Safety Supervisor tackles accident-prevention in frequent group training sessions.



on. Gordon Carton, Q.C., Ontario Minister of Transportation and Communications, tries out the O.N.R. sleeper bus reclining seat demonstrated by Traffic Supervisor Herb Edwards.

ary first aid while awaiting medical services.

All bus drivers, and some of the train baggagemen, conductors and train crew are also first-aid trained. Buses and trains are equipped with emergency first aid equipment, fire extinguishers, and flares for use in case of emergency. On the Polar Bear Express which frequently carries 60 passengers through the isolated northern areas on the way to James Bay, a special inhalator is also carried to provide oxygen in case of heart attacks or respiratory ailments. On a recent trip it was used on a 14-year-old boy with a severe asthma condition. The Polar Bear crew are also prepared to locate emergency services such as the nearest helicopter services, and if necessary, bring in the Search and Rescue operations at Trenton, a

measure they have never yet had to take.

A Good Safety Record That Keeps on Improving

To date, there has never been a passenger fatality on buses or train service and the last employee fatality occurred in 1965. The driving record of O.N.T.C. staff who cover two-and-a-half million miles yearly is excellent. "I would say our drivers have one of the lowest accident rates in North America in the industry for the miles operated, not even taking weather conditions into consideration", states Jim Singleton, Superintendent of Bus Operations. Among his responsibilities are the two new "sleeper buses" with reclining seats which make the return trip between Toronto and Timmins twice daily, stopping in North Bay. ●



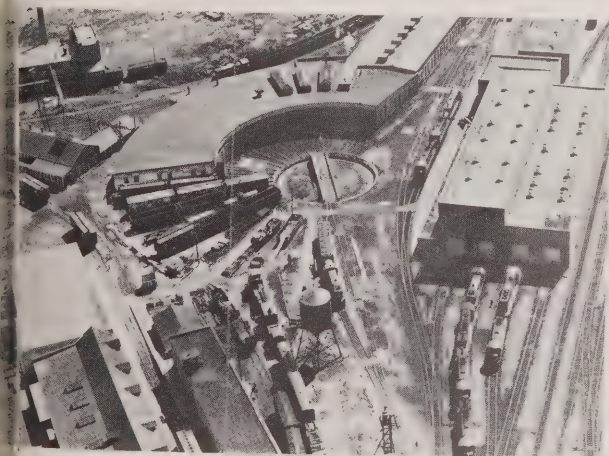
O.N.R. bus drivers cover million-and-a-half miles a year, often in icy and snowy conditions that demand the highest driving skills.



The Star Transfer fleet of trucks and an express freight operation of smaller pickup and delivery trucks form a vital supply link between O.N.T.C.'s terminals at New Liskeard, Rouyn, Timmins and Cochrane.



The Polar Bear Express, special excursion train that runs from Cochrane north to Moosonee and back the same day, between June and September.



O.N.R. railway terminal and yards at North Bay.



The 110-foot cruise ship "Chief Commanda", part of the Ontario Northland Transportation Commission system which carries about 10,000 sightseers a year on cruises of Lake Nipissing and the French River.

Traffic Safety Round-up

BELLEVILLE — Police department safety officer Sgt. Bob Hall was named "educator of the year" and presented with the Sir Mackenzie Bowell trophy on April 9. The trophy, awarded annually by the Hastings County Board of Education to the person contributing the most to education, was presented at a special breakfast held during Education Week.



M.T.C. Safety Director Walter Reynolds presents Safe Driving Week Award to Peterborough Alderman John A. Doris (left).

SAFE DRIVING WEEK CERTIFICATE OF MERIT GOES TO PETERBOROUGH AND 19 OTHER ONTARIO COMMUNITIES

The Canada Safety Council Certificate of Merit for completing the whole of Safe Driving Week, December 1 to 7, 1972 without a traffic fatality, was recently awarded to the City of Peterborough. Walter B. G. Reynolds, Director of the Safety Office in the Ministry of Transportation and Communications, presented the award to Alderman John A. Doris who represented Peterborough's Mayor Phillip H. Turner, during a luncheon at a one-day Driver Education Teachers' Seminar sponsored by the Ministry and held at the Holiday Inn in Peterborough on Saturday March 31st.

"It's evident that when we really focus attention on the traffic accident problem in a concentrated effort supported by the police, the newspapers, radio and TV stations, the public listens", Mr. Reynolds commented. "The results of Safe Driving Week generally have been outstanding. The average number of traffic fatalities across Canada each week during the year is 36. During Safe Driving Week 1972, that number was reduced to 12, and to 17 in Safe Driving Week 1971." In Ontario, there are 34 municipalities with a population of 40,000 or more. Of these, the 20 cities and towns which completed Safe Driving Week without any traffic fatalities, and received Canada Safety Council Certificates of Merit were: Brampton, Brantford, Burlington, Cornwall, Guelph, Hamilton, Kingston, Kitchener, Mississauga, Niagara Falls, Oakville, Oshawa, Ottawa, Peterborough, Sarnia, St. Catharines, Sudbury, Thunder Bay, Welland and Windsor.

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A. T. C. McNab, Deputy Minister.

Peterborough police crack down on student pedestrians and cyclists who break the law

Wandering up the middle of the road has become such a habit with students in at least one community that the police are taking offenders to court. Police Safety Officer Sgt. Ray Craig of the Peterborough Police Department described the department's recent attempt to convince school students that they mean business, and won't allow them to straggle up the roadway in areas where there are sidewalks. Already one child, age 14, has been charged in juvenile court and convicted. Parents must appear in such a case, and it is hoped that this fact, in addition to the nominal fine (she was fined \$3), will help act as a deterrent to future unsafe behaviour on the streets.

"It's not just a problem here, but in many other Ontario communities; Oshawa, Metro Toronto and the rest. And while we're working through the Ontario Traffic Conference to try and get provincial legislation made stricter in this area, we don't want to wait until that comes about . . . we've got to act on this locally, and now." The Highway Traffic Act at present states under section 123 that where sidewalks are not provided, pedestrians must walk on the left side facing oncoming traffic. The problem now being encountered is usually in areas where there are sidewalks, and students are choosing to wander all over the road rather than use them.

Patrolling safety constables scan school areas before and after school and at noon hour, and where they encounter students violating either the Highway Traffic Act or city bylaws, or even committing unsafe practices not specified under either law, they send a letter to the parents stating the offence and warning that charges may be laid in future if their son or daughter commits another offence.

A similar letter is sent to parents of offending bicycle riders.

All parents in the Peterborough area were sent letters at the beginning of the year explaining the project. To date, in addition to the one child already charged and convicted, three others are about to be charged, two in juvenile court and one who is 16 in adult court where the fine could be a minimum \$23 in the event of conviction.

The annual injury toll of children hit by cars in Peterborough including those riding bicycles, in the area of 30 or more. From September to June last year, there were 32 such injuries. "It's too early to tell whether our crack down on student pedestrians and cyclists violating the law has reduced injuries in this group", says Sgt. Craig, "but we're betting that it will."

Among the pedestrian violations of the Highway Traffic Act that the Peterborough police are penalizing are, walking on the roadway not using the sidewalk, walking on the wrong side of the roadway, hitching rides on moving vehicles, crossing the roadway, at an intersection on the red light, amber light, don't walk signal or green flashing light, or littering the highway. Violations of city bylaws and unsafe practices include crossing the roadway mid-block instead of at the corner, throwing snowballs, vehicles on the roadway and not using the school crossing provided.

Coming Events

May 27-30 — Canada Safety Council 5th Annual Conference, Macdonald Hotel, Edmonton, Alberta.

May 27-30 — Annual Ontario Traffic Conference, Holiday Inn Oshawa. Highlight: Special Safety Officers' Presentation May 27 a.m.

W. B. G. Reynolds, Director of Safety.
Editor, Judith Adams



ontario traffic safety

Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario

National Safe Boating Week — July 1 to 7

July 1 to 7 is National Safe Boating Week, the Canada Safety Council's yearly all-out effort to focus public attention on the hazards of pleasure boating and the alarming toll of death and injury on Canada's waterways. 32 people were drowned in boating accidents last year, usually when the boats in which they were riding capsized. Overloading, overpowering, venturing into dangerous water and sailing in poor weather, general lack of skill and temporary carelessness on the part of seasoned skippers led to this needless loss of life.

As the Canada Safety Council points out, it is foolhardy, as well as illegal to ignore federal Ministry of Transport maximum load and horsepower recommendations. The law requires there must be a life jacket or Ministry of Transport-approved cushion for every person in a boat. Yet more than 80 percent of the victims were not wearing life jackets. Surely every boating enthusiast has heard that unknown waters contain dangerous currents, rapids, shoals, rocks, deadheads. Yet large numbers of Canadians died last year because boaters took no heed of these warnings.

More than one third of the national total of pleasure-boat drownings took place in Ontario's lakes and rivers. Here's the rough breakdown:

Small Powered Boats (under 16 ft.)—66 drownings.
Large Powered Boats—14 drownings

Canoes—28 drownings
Other Powered Boats—13 drownings
Fishermen—28 drownings
Hunters—7 drownings.

"Nothing can take the place of constant awareness, and the unwritten rules of common sense and courtesy" urges Canada Safety Council President Bruce J. Legge. "Failure to observe these common sense rules can lead to a terrifying experience at best, and at worst a fatal accident".

Endorsed by all the major national associations and government departments that are in any way connected with water safety, SAFE BOATING WEEK will, the Council hopes, attract the participation and help of the news media and all other associations and individuals interested in promoting boating safety through education.

In Ontario, a comprehensive Safe Boating Guide and a pamphlet entitled Water Skiing covering safe skiing practices, may be obtained free of charge by groups or individuals from the Ontario Safety League, 409 King St. West, Toronto M5B1K1. Also the Canadian Boating Federation will be conducting its second annual "Boat Check" this year, by providing free "Boat Check '73" kits to individuals and clubs, which allow every cruising skipper to check out the performance of his boat. Kits may be obtained from: Canadian Boating Federation, 67 Yonge Street, Toronto, Ontario M5E 1J8.



Safe trailering requires special knowledge. (See page 3)

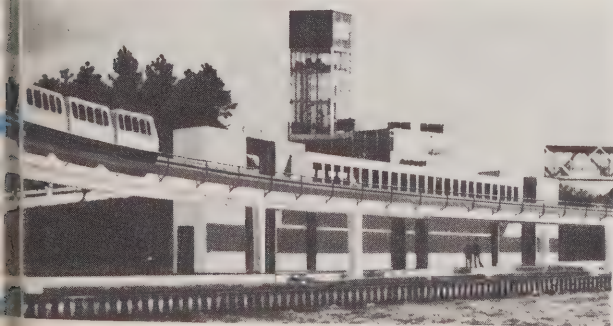
New urban transit system for demonstration at 1975 C.N.E.

On May 1, Premier William Davis announced the signing of a contract with Krauss-Maffei A.G. of Munich, Germany, for the development of an intermediate capacity urban transit test demonstration at the Canadian National Exhibition. Part of Ontario's new Urban Transportation Policy announced by Premier Davis last November, the "ICTS" (Intermediate Capacity Transit System) vehicles are driven by linear induction motors that offer

the advantage of propulsion without wheels and noise.

Two magnetic fields provide both accelerating and braking power for the vehicles. Destined eventually to be installed in the larger municipalities of Ontario, the system will have a capacity of 20,000 people an hour in one direction.

The 19' 8" long vehicles will travel noiselessly along guideways that can be elevated, at (Cont'd on page 2)





Trucks now restricted in use of left highway lanes

As of March 19th, the Highway Traffic Act has been amended to restrict the use of left lanes by trucks on triple-lane sections of highways 400, 401 and 403. Signs to this effect have been designed and erected above the left lane of the sections of highway designated in the new regulation which affects the heavily travelled multi-lane highways of the Toronto-Hamilton area. The new provincial law has been received by truckers with approval. Said a spokesman for the Automotive Transport Association which represents 1,900 trucking firms, "It's long been regarded as good driving practice, and all the good drivers have been doing it for years".

The specified areas affected by Ontario Regulation 147/73 are on the 401 from Port Union Road in Pickering Township to Renforth Drive in Etobicoke; the 400 from 401 in Metro Toronto to Highway 11 in the Township of Bessborough; the 403 from the Queen Elizabeth Way in Burlington to Mohawk Road in the Township of Ancaster, and the Queen Elizabeth Way from Grand Avenue in Metro Toronto to Highway 403 in Burlington.



Sign above left lane of certain heavily travelled portions of 400, 401, 403 and Q.E., remind truck drivers of new restriction.

School bus workshops at Fort Frances

More than 70 bus drivers, principals and school board officials gathered at an all-day seminar sponsored by the Ministry of Transportation and Communications on Saturday, April 28, at Fort Frances High School. The purpose of the seminars which are held across the province in various school boards, is to build understanding between all groups interested in transporting students to school safely. "There is inadequate communication between the bus drivers and school officials", explained Fraser Reavell, "and the seminars held by the Ministry's Safety Office are an attempt to bridge this gap."

Student discipline was the area of greatest concern from every quarter during the meeting. Taped music, where it is being tried, has a significantly good effect, it was reported. Some drivers and students have a cost-sharing arrangement where each student and the driver or his bus company contribute toward the purchase of tapes. If a discipline problem arises, then the driver's contribution is withdrawn for the month. A driver made the point that putting in a special report on a student inevitably resulted in "blackballing" that driver by the other students, which led to more discipline problems. It was recommended that a daily routine report would not only prevent the singling out of one particular student, but also provide a running record of all behaviour problems and permit authorities to step in and stop an infraction of the rules at the beginning, before it gets out of hand.

Mr. William Bennett, Chairman of the Fort Frances-Rainy River Board of Education opened the day's deliberations with a

welcoming address. Constable Bruce Henry of the Fort Frances Police Department and Cpl. William McKie, Accident Prevention Coordinator of the O.P.P. at Kenora led discussions on law and regulations, while school psychologist Dr. H. L. Haines

and two principals who have specialized in child psychology, Mr. H. Smith of Rainy River and Mr. W. Book of Fort Frances were discussion leaders for driver and student behaviour. MTC personnel led discussions on vehicle maintenance.

New Transit System (Cont'd. from Page 1)

ground level or below ground, a movement that has been likened to that of an automatic elevator that moves horizontally rather than vertically. They can use established rights-of-way such as hydro transmission corridors, the medians of divided roadways, or be attached to the walls of buildings in the downtown core.

Transportation and Communications Minister Gordon Cartwright explained at a press conference that the Krauss-Maffei firm will establish a 51 percent Canadian owned firm here within a year. The \$16 million, 12-year design contract includes \$6 million worth of construction work on guideways which will involve Canadian labour, and the bulk of component parts must be made in Canada. The extent of cooperation between the German firm and Canadian industry is expected to result in as much as 70% Canadian content in the value of the work performed on the demonstration project at the C.N.E.

The cost for the overall system is projected at \$10 to \$12 million per mile for construction, and the operating cost would be one cent per passenger mile, Mr. Cartwright said. The contract was awarded after proposals submitted to the Ministry by eight companies have been examined in early 1973 and in February, 1973, two companies, Hawker-Siddeley Canada Limited and Krauss-Maffei both submitted detailed technical design and cost proposals for evaluation by the Ministry.

Search for this year's national truck hero

Nominations for the 1973 Dunlop National Truck Hero are now being sought. Anyone who has evidence of an act of heroism and bravery performed by a truck driver during the past twelve months should send nominations to: Dunlop Hero Committee, c/o Canada Safety Council, 30 The Driveway, Ottawa 4 before September 30. All entries received will be evaluated by a panel of three judges—Philip J. Farmer, Executive Director of the Canada Safety Council; Walter B. G. Reynolds, Director of Safety in the Ministry of Transportation and Communications, and Brian E. James, President of Dunlop Canada Limited.

Not only is the national hero who is selected rewarded with a cheque for \$500, but the person who nominates him will also be awarded \$200. The truck hero will be presented with the Dunlop National Truck Hero Trophy at the Automotive Transport Association Conference in Toronto, in November.

In 1973, the annual National Truck Hero award went to Ray Hamblin, whose recent honour by the Royal Canadian Humane Association is reported elsewhere in this bulletin.

Traffic tickets for North Bay bicyclists

"We're having a cycling explosion you wouldn't believe," said North Bay Traffic Sgt. Jack Williams as he explained plans to control the growing number of traffic accidents involving bicycles by handing out traffic tickets to bike riders who break the law.

Already in March there have been five bicyclists involved in accidents, three of which caused injury. A number of charges have been laid this year under both the Highway Traffic Act and North Bay city bylaws. The minimum fine for a bicycle offence is \$5 and the maximum \$23. Under the law, all bicyclists must follow the rules of the road as set out in the Highway Traffic Act. There is no age limit imposed by law.

(Cont'd. on Page 4)

SAFE TRAILERING REQUIRES SPECIAL KNOWLEDGE



IT'S THE LAW!

Here is a brief outline of the laws relating to the operation of trailers in Ontario. For more detailed information refer to the Ontario Highway Traffic Act and Regulations.

REGISTRATION

Your trailer is considered a separate vehicle from your automobile. Before you use it on a street or highway, you must register it and pay the registration fee to the Ontario Ministry of Transportation and Communications. Quarter-year registration is available for trailers.

Your trailer registration plate must be fastened on the back of your trailer so that it is clearly visible.

SIZE

Maximum length 35 feet. Maximum height 13½ feet. Maximum width 102 inches. Maximum length—car and trailer—65 feet.

Should your combination of vehicles and load exceed the above limits, you must secure an Oversize Permit for its operation from the Oversize-Overweight Permit Section, Ontario Ministry of Transportation and Communications.

BRAKES

If your trailer has a gross weight (vehicle and load) of 3000 pounds or more, it must have brakes strong enough to stop and hold it.

LIGHTS AND REFLECTORS

On a highway at any time when lights are required by law: Your trailer registration plate must be illuminated by a white light. Your trailer must have one red lighted lamp on the rear.

IN ADDITION

If your trailer is not wider than 80 inches, it must have an approved red reflector on the left rear.

If your trailer is wider than 80 inches but not wider than 102 inches, it must have two lighted clearance lamps, one on each side of the front, which display an amber light, and two lighted clearance lamps, one on each side of the rear, which display a red light. (Ministry-approved reflectors may be used instead of the rear clearance lights). All such lamps and reflectors must be affixed within six inches of the side of the vehicle.

It must also be equipped with mechanical or electrical signalling devices.

OTHER REQUIREMENTS

- Your trailer must be equipped with mudguards, fenders, flap(s) or body structure to reduce road spray.
- You must load carefully to ensure that nothing comes loose or falls off while you are moving.
- If the load obstructs your vision to the rear, you must have a mirror attached to the car in a position to provide a clear view of the roadway to the rear other than through the rear window.
- It is against the law to draw more than one vehicle behind your car.
- You must ensure that your trailer is in a safe operating condition. A Police Constable may remove vehicles from the road until they are put in a safe operating condition.
- Your trailer must have two separate means of attachment so that, if one fails, the trailer will not become detached.
- It is against the law to carry anyone in a house or boat trailer when it is being operated on a highway.

LOADING

Consider the size, power and condition of your car before you attempt to tow a trailer.

Don't overload: Besides putting a strain on you and your car, you can bend your trailer axle, with too much weight. The rear springs and shocks were not designed to carry a greater load than can normally be carried in the vehicle.

Ten to 15 percent of the weight of your trailer should be on the hitch. The proper balance is secured only when the weight on the hitch permits the trailer floor to remain in a level position.

Your trailer will "fish-tail" if the weight is not distributed properly.

Heavy and improperly placed loads can pull down the rear of your car. This lifts the front end and headlights, so that your low beams may blind approaching drivers. Mirrors are thrown out-of-line and steering may be affected too.

Strap everything down, inside as well as outside the trailer.

HITCH

Use a good trailer hitch. The hitch-ball should be installed so that when the trailer is attached and tightened, it rides on a horizontal plane, with no tilting. If the hitch pulls down the rear of your car, ask your dealer to supply you with a load equalizing trailer hitch.

Be sure your trailer hitch is properly bolted to the car frame, has the correct coupling, and has sturdy safety chains.

Distribute load evenly . . . keep weight as low on the floor as possible and, as nearly as possible, directly over the axle.

In boat towing, place the heaviest load where the hull support is greatest . . . usually directly over the keel. Be sure the rollers and hull supports are adjusted to give even support at all points. Uneven support can damage the hull.

When not towing a vehicle the registration plate must be clearly visible. Do not obscure the plate with the hitch.

DRIVING TECHNIQUES

STARTING: Accelerate carefully. Take it slowly and easily.

TAKING CURVES: Stay close to the middle of your lane.

TURNING

RIGHT TURN: Look in your right mirror. Signal, slow down. If turn is sharp, move ahead until car's front wheels are well ahead of curb . . . then turn to the right.

LEFT TURN: Check traffic. Signal. Proceed slowly. When you make your turn, drive well into intersection in order to swing wide, to allow for the trailer.

SLOWING, STOPPING: A sudden stop can jackknife your trailer or shift your load, so keep a greater distance than normally between you and the car ahead. Keep out of the fast lanes and maintain a speed that makes sudden stops and slow-ups unnecessary.

PASSING: When towing a trailer you can't accelerate as fast as without it. Then too your car plus trailer is much longer. Before you pass, make sure there's enough time and room for the manoeuvre. When you have passed, allow more room before you move back to your lane. Don't cut in and swerve . . . this can make your trailer swing and sway.

BEING PASSED: Help other drivers pass you where necessary. If you're holding up a line of traffic, the right thing to do is to signal, pull off, and let them pass.

If a large bus or transport passes you, air pressure may push the rear of your trailer to the right. Almost instantly, this pressure will push the front of your trailer. Be prepared to steer out of this situation. Accelerating a bit may help. Braking will not.

BACKING: Back very slowly. Turn wheel slightly, then straighten. Steer by a series of slight turns.

BACKING TO RIGHT: Turn front wheels of car to left . . . front end of trailer will go left, rear end will go right.

BACKING TO LEFT: Turn car wheels to right.

Traffic Tickets for bicyclists

(Cont'd. from Page 2)

operating a bicycle, however, and young children, some of them "too young to understand the dangers and the requirements of law", are a substantial part of the problem, along with those in their early teens.

"But the accidents are involving cyclists of every age", stressed Sgt. Williams. "Bicycles are becoming more and more of a problem, as more bikes come on the roads". One North Bay retailer has sold almost 600 bicycles since January, about 100% increase over the same period last year.

Offences most commonly committed by bicyclists include not having lights on bikes and not having the required red and white reflective material for riding at night; not stopping for stop signs or traffic lights, and travelling on the wrong side of the road, he said.

Test shows noise, speed controller diminish driver alertness

High noise levels and the use of an automatic speed controller may significantly influence drivers' ability to drive safely for extended periods, concluded an on-road study conducted recently for the National Highway Traffic Safety Administration of the U.S. Department of Transportation by Calspan Corporation. (Formerly Cornell Aeronautical Laboratory). 30 experienced drivers drove the 260-mile nonstop, nighttime trip on a stretch of the New York State Thruway between Buffalo to near Syracuse and return. Instruments measured their heart rate and brain waves, and high noise levels were created by a continuous tape recording of a large truck. The drivers were found to be more aroused by excessive noise, but it subjected them to increased stress, and they were seen to drift noticeably within their traffic lane under its influence.

An automatic speed controller was also tested. After long, unrelieved stretches behind the wheel they all tended to reach a "drowsy awake" state which caused them to make more driving errors.

Truck hero Ray Hamblin wins second honour



Right to left: Ray Hamblin with bronze medal; Brian James, President of Dunlop Canada Limited and W.B.G. Reynolds, Director of Safety, Ministry of Transportation and Communications.

National Truck Hero Ray Hamblin, who was awarded the 1972 Dunlop Award for bravery, has just received a second honour for his act of heroism last summer. Mr. Hamblin saved the life of another truck driver whose car was found pinned behind the wheel of a blazing tractor-trailer which had piled into a rock on Highway 103, south of Parry Sound, dragging the man to safety, his clothing on fire.

This year on April 25th at a special ceremony, Mayor P. Cosgrove of Scarborough presented Ray Hamblin with the Royal Canadian Humane Association's Bronze Medal for Bravery. The Association, an independent non-profit organization which was founded in 1894 in the city of Hamilton, gives honours in recognition of bravery in Canada each year, on recommendation it receives. The Governor-General of Canada is its honorary President, and the Lieutenant Governor of each province is its patron of the organization.

School transportation gets intensive scrutiny in Peterborough County

The county of Peterborough covers 1,700 square miles, in which 7,000 school students travel 198 routes to their various schools every day and back... all in all 8,200 vehicle miles a day. The Peterborough county School Board owns 11 of its own buses, but contracts for the rest of the 138 vehicles, among them taxis, vans and passenger cars that bring the students into school.

J. W. H. Walton, transportation officer with the school board, is responsible for this overall transportation program, and deeply involved in the whole matter of school bus safety standards. Recently as Zone 2 Chairman of the Transportation Committee for the Ontario Association of School Business Officials, representing Northumberland-Durham, Victoria, Ontario, Haliburton and Peterborough counties, he helped to prepare a comprehensive government handbook on school transportation. Called Managing School Transportation, the final draft was completed in April and issued by

the Ontario Ministry of Education to all school boards in the province.

Bus Drivers in Short Supply

But while standards are constantly being improved in school bus safety in Ontario, Mr. Walton is concerned over the actual shortage of drivers available. In a recent attempt to correct this problem, the Board co-operated with Canada Manpower in training new drivers.

Fourteen new school bus drivers recently took a special three-week course which is part of the Canada Manpower retraining program at Sir Sanford Fleming College. The fourteen, all unemployed, were paid while they took the course, and all have since got jobs, some of them with the school board itself.

"One reason there's a shortage of qualified drivers" he explained, "is that for two trips a day, morning and afternoon, the salary is naturally much lower than for an 8-hour a day job, yet we need good competent people who are available at those times."

Course in Modern Driving for School Board Employees

A 1-day refresher-course in modern driving was held recently for 26 of the approximately 100 drivers for the Peterborough County Board of Education. "I think everybody got a great deal out of it," said Mr. Walton. "I think we'll be extending it to our contract operators who have expressed interest in it already. We have nothing but praise for our drivers—they have a difficult job and they deserve the best support we are capable of giving them."

Discipline: With Playing Cards

Bill Walton recalls the Board's experience of a few years ago when he first came to Peterborough. "We were having a lot of problems, losing drivers because of student behaviour difficulties. I got one particularly harrassed driver to hand out packs of cards, and before long there were peaceful card games going and the kids settled right down." Other drivers adopted the measure and now, long after novelty has worn off, behaviour has stayed improved and the still the occasional game going.

ontario traffic safety

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Hon. Gordon Carlton, Q.C., Minister.

A. T. C. McNab, Deputy Minister.

W. B. G. Reynolds, Director of Safety.

Editor, Judith Adams



ontario traffic safety

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National Farm Safety Week July 25-31

In its annual attack on farming accidents, the Canada Safety Council points out that the accidental death rate on Canadian farms is estimated to be 20 per cent higher than the national average. Accidents kill some 400 Canadian farm and rural residents, injure about 26,000 and permanently disable 1,500 each year. While a large proportion of these accidents (72%) happen on the farm or in the farm home, the greatest number of these take place in the field or farm yard, and involve farm machinery with which the users are not sufficiently skilled. Of the last—those accidents that happen on the farm—the majority happen on main highways and roads. Four-fifths of all farm machinery accidents involve the tractor, and of these more than half were tractor upsets. Other farm machinery most commonly involved in fatal accidents includes combines, balers, corn pickers, forage harvesters and spreaders. In the main, the victim is caught in the machines or crushed, and in many cases the cause can be traced to guards and shielding being left off, servicing under power and falls from moving equipment. Tragically, 10 per cent of farm machinery deaths are in the under-10 age group, a clear indication that youngsters who lack the physical ability, experience and judgement are being permitted to operate tractors and farm machinery.

The Slow Moving Vehicle Hazard

The most obvious relevance of the alarming statistics have for traffic safety here in Ontario, is the slow moving farm equipment is a very real hazard on our roads. This is the time of year when Ontario drivers travel rural roads and highways most frequently, and need to keep a wary eye out for tractors and ploughs, mowing machines and farm wagons that may be crawling along us over the hill or around the bend in the road. In the most recent recorded year, Ontario had 219 collisions involving tractors on the highway. By law,

under the Ontario Highway Traffic Act, such vehicles must carry a slow moving vehicle sign affixed to the rear when they use the highways other than to cross them—a large red retro-reflective triangle that shows up day or night.

Faster Vehicles Beware

These warning signs are a help, but the onus is still on the faster moving vehicle drivers to compensate and be ready to slow down or stop if necessary when driving through a farming community. This means becoming aware that farm country means slow vehicles, perhaps livestock, sharing the highways and secondary roads with speedier traffic—all the elements needed for a collision.

Says Don Brown of the Ontario Farm Safety Association which coordinates the campaign in this province in addition to its year-round efforts to reduce farm accidents, "The majority of highway tractor accidents occur during broad daylight, on dry pavement with all other conditions favourable. Most tractors simply cannot travel at more than twenty miles per hour", he reminds motorists.



Slow moving vehicle sign for use on highways.

Australian Safety Researcher Here

Errol Hoffman, an Australian researcher from Melbourne University, has been teaching a course in "Human Factors in Engineering" to third-year and graduate students at the University of Toronto for the past five months. This is part of a 14-month sabbatical leave he has from Melbourne to travel throughout North America, Britain and the Continent for the purpose of studying developments in traffic accident research in countries other than Australia.

What makes an Australian visiting traffic safety expert particularly interesting at this time is that the much-discussed matter of wearing seat belts in cars has been made mandatory throughout that country since January, 1972, (and in some of its states as long ago as 1970). Over the past 10 years, over 30,000 Australians have been killed and 750,000 injured in traffic accidents, at an estimated cost to the community that ranges as high as \$800,000,000 a year. Naturally as Australia was the first highly industrialized nation to introduce compulsory seat belt wearing legislation—(France has just followed suit)—other countries who also face enormous human and economic losses on their roads are watching the Australian experience with more than passing interest.



Errol Hoffman, a 'Human Engineer' whose road safety research work at the University of Melbourne, Australia, takes into account the psychological limitations involved in engineering, is now touring major North American and European centres of traffic accident research on a 14-month sabbatical leave.

Is the idea working? Does it save lives? Studies seem to confirm that it does. In New South Wales and Victoria, that country's two most populous States in terms of both cars and people, a marked reduction has been seen in deaths and injuries among car occupants since the seat belt wearing legislation was introduced. "The legislation has definitely worked in Australia" agrees Errol Hoffman. "The figures show it, and there has been still a further decrease in deaths and injuries during 1972."

(The first full year when the entire country has been governed by the mandatory wearing laws.) In Victoria which led the way in seat belt wearing legislation by about a year, a comparison study was made of the first six months of 1970 when there was no compulsion, and the same months of 1971 after legislation made belt wearing mandatory, and revealed a reduction of 18.2 per cent in police figures for casualties, killed and injured, among car drivers and passengers.

(Cont'd on page 2)

Minister Awarded O.T.C. Life Membership



O.T.C. President Rick Fruin presents the Honourable Gordon Carton, Minister of Transportation and Communications, with an honorary life membership in the Ontario Traffic Conference, at the Oshawa civic banquet held on Tuesday, May 29th during the annual Conference. This is the first time such an award has ever been made by the O.T.C., and it was given because of the high degree of interest shown in the organization's work by Mr. Carton, and the willing assistance received from the personnel of the

various branches of the Ministry.

The aims and objectives of the Conference, a standing body composed of elected and appointed officials, are to promote traffic safety and improve traffic conditions on the highways. It affords an opportunity for the exchange of ideas among people who are concerned with various aspects of the road accident problem, among them police safety officers, government personnel, and municipal and provincial elected representatives in the province. ●

(Cont'd from page 1)

"There was a lot of public complaint at the beginning when the law became nationwide," said Hoffman. "Some people in Melbourne made quite a point of their right to get smashed up, for instance. But what about other people's rights? What about hospital beds, medical services that could be made available for others, and are being used for accident cases that needn't have happened?"

But an early survey showed that by far the greater number of people agreed with the legislation, even before it spread throughout Australia. In metropolitan Melbourne during November-December 1971, 76 per cent of drivers interviewed in eight different locations expressed their agreement with the new compulsory wearing laws that were to be effective in January, 1972.

Belts incorrectly adjusted

Of 63,587 cars surveyed, 73 per cent were fitted with seat belts and 75 per cent of the drivers were wearing them, giving an average overall usage rate of 54.8 per cent. Three-point belts of the combined lap and sash type formed 91.2 per cent of all belts fitted. But the survey showed that most drivers had their belts incorrectly adjusted, and the Australian Department of Ship-

ping and Transport is now working with the belt manufacturers to tackle the problem of improved design which will make belts quicker and easier to adjust.

Deaths fell 23 per cent

In New South Wales when comparing the first quarter of 1972 (after legislation) with the same period in 1971 (before wearing belts was made mandatory) deaths in passenger vehicle collisions were reduced by 23 per cent.

Not all cars equipped with belts

The mandatory belt-wearing law applies only to cars equipped with belts, and the law states a car must be fitted with belts at the point when it is sold, new or second-hand. "The average life of an Australian car is 10 years," explained Mr. Hoffman, "so we have a fairly long time lag in getting the cars fitted this way."

Another weak point in the mandatory belt-wearing legislation is that children, eight years of age and under, are exempted from it. Asked about this, Mr. Hoffman admitted, "we simply haven't gone far enough in finding the right sort of child restraints; we're working on it, but we're not nearly as advanced in this direction as you are in Canada, and until we have better child seats we can't legislate for them." ●

Bicycles, Laws and Safety get serious treatment in O.T.C. skit

Twenty-four grade 4 and 5 children took part in a serious skit during the recent Ontario Traffic Conference held May 26 to 30 at Oshawa. Safety Officer Tom Holmes of the Oshawa Police Department held a demonstration "class" in bicycle safety in front of the Conference delegates. The boys and girls answered questions as eagerly as in a real class, and slides depicting right and wrong bicycle actions were shown. One of the boys was then charged with making an incorrect left hand turn, reprimanded and subsequently charged with further traffic offences he allegedly committed on his bike. The skit culminated in a mock trial set in juvenile court, in which "judge" J. Majury, an Inspector with the Metro Toronto Police, tried the young offender Michael Michell (actually the son of Constable Robert Michell, a Safety Officer in the same Department) and levied a fine which the boy himself was given time to pay out of his own money. A

panel composed of Oshawa Police Chief Jon Jenkins, Morgan Henry, a parent, Lawy Thomas Greer and Judge Harold McNeil, a genuine Juvenile Court Judge in Oshawa, then discussed the mounting problem of bicycle traffic infractions and accidents.

"I am personally very concerned at the astronomical increase in bicycles from 5,000 to 20,000 in just 2½ years in Oshawa," Chief Jenkins commented. "We have children five years of age riding a two-wheeled bicycle with no training," he continued. "There should be bicycle patrol, bicycle clinics where children are properly instructed in bike riding, laws they must obey and equipment they must have on their bikes." Chief Jenkins expressed the hope that the Conference would recommend to the bicycle manufacturers the proper equipment that is now required by law but not built into bicycles and now has to be purchased separately.



"Judge" John Majury lectures young bicycling offender Michael Michell in mock trial during Ontario Traffic Conference skit.

School transportation goes

The Ministry of Education has produced a comprehensive new manual entitled Managing School Transportation, which has been sent out to all school boards and certain other institutions and individuals in Ontario. Originating out of a need to develop a new system for financing what is now a multi-million dollar business, the manual is a product of

the co-operative efforts of the Ministry of Education, the Transportation Committee of the Ontario Association of School Board Officials, and a consulting firm, Peter Barnard Associates. It soon became apparent that the handbook would have greater value as a reference work for school officials if it dealt with improving the safety

Pedestrian Safety Program presented to Brimley Acres Senior Citizens We get letters

At Brimley Acres senior citizens' apartments in Scarborough, there's a lively group of men and women who enjoy a busy life pursuing a variety of interests they now have time for in their retirement. Active as these senior citizens are, they all share a common problem: having to contend with today's city traffic as pedestrians.

"There isn't much difference in the problems you face with regard to traffic, and the problems school children or young adults face," explained MTC Public Safety Consultant Don Edwards, to a meeting of the senior citizens' social club on May 25. "But it's important to compensate for failing eyesight, hearing, perhaps agility. Because it's a sad fact that, although people over 65 represent just 8% of our population, this group accounts for 24% of all our pedestrian accidents."

He went on to explain where the majority of these accidents take place; crossing streets between intersections, walking on arterial highways and bridges, at intersections where there are no lights, and coming out from behind parked cars: 63% of the senior citizens involved in these accidents are men.

One member of Brimley Acres Social Club who attended the meeting has a particular interest in the traffic accident problem. Mrs. Eva Watt, now 71, was for 11 years a reporter with the Toronto Daily Star on the police and municipal beats, and used to regularly cover and photograph traffic accidents.

"I remember going to Scarborough Police station a few years ago, and meeting a young man who was waiting to hear whether his wife was going to die. He'd been driving, and had to stop quickly to try and avoid a blind man, and his wife hit the windshield", she said. Both the wife and the old man did survive, but the incident left such an impression on Mrs. Watt that she wrote a script for the Famous Players' School inspired by this traffic life incident. Now a graduate of the School's rigorous three-



For 10 years a Toronto Star reporter covering the police and municipal beats, Eva Watt knows a lot about traffic accidents. She's now writing a traffic safety script at her Brimley Acres apartment.

year course, she is presently re-writing it in her spare time and intends to offer it to a safety organization to be used for educational purposes when it is finished.

Mrs. Watt once wrote a continuing series of articles based on various sections of the Highway Traffic Act, for the old Scarborough Mail newspaper for which she also worked as a correspondent.

Of the MTC slide presentation and talk which Safety Consultant Don Edwards had just presented to the senior citizens Eva Watt thought it "a very necessary program. When you've covered the accident scenes I have, you've got all too good an idea of what can happen to a pedestrian who's careless. But we all need reminding."

The MTC's Senior Citizens' Program provides special materials designed to assist organizations interested in promoting traffic safety among older people. Materials include sets of slides, instructor's manual, posters and folders for older drivers and pedestrians. More information about the program can be obtained by writing to the Safety Office.

duced for Ontario boards

school bus transportation in the province as well as funding. Section on route safety, school bus rules, student discipline, emergency procedures and safety seminars are included. These materials were prepared with the help of the Ministry of Transportation and Communications personnel and Ontario Provincial Police safety

officers who have worked in school bus safety throughout the province. Designed to provide information and guidelines on management of school transportation, the manual also covers service policies, administrative systems, route design, contracting vs. board ownership of bus systems and the government's transportation grants structure.

Line Painting— A risky job

Bright orange cones, temporary signs, red flags, orange flashing lights, arrows and bright orange jackets and hard hats all warn the motorist that centre-line painting is in progress. Usually there's a sign truck behind the line painter warning that he's ahead. Yet some drivers don't seem to see any of the warnings, and go breezing by at 70 miles per hour. Those who see the operation too late often head for the shoulder, showering the workmen and their new paint work with dust and stones. Others drive right over the fresh paint, scattering the cones, creating another hazardous job for the man who has to retrieve them.

There's a limit to the number of days in the warm weather when this important repainting of road markings can be done. The weather has to be fine, and the temperature around 50 degrees. In these conditions, drivers are advised they could meet a line-painting brigade: first a red flag, then a "keep right" sign surrounded by flashing orange lights, then the "target" truck which blocks the lane in which the men are working and again signals drivers to keep right, next the vehicle which travels about 15 minutes behind the road painting truck collecting the orange cones as the paint dries, and at the head of the procession, the dual-controlled paint truck which paints the line and drops the cones onto the wet paint in one motion.

"With all the precautions taken, the job these men do can

It's a treat to read a letter addressed to Ontario Traffic Safety Bulletin that raises a smile, and this month we've had several dozen. The following are excerpts from a group of letters received from a class of young pupils at Dr. MacDougall Public School, in North Bay, sent along by their teacher Mrs. K. Bedford.

* * *

hoo are you doing ges what we have we have a gerbel and He got out the cage and we had truddl getting and we youst to have a chick in our class room and our janitor had take him to a farm. The End.

* * *

what books do you got. how much books can you give us. from Rolly to you. yours truly

* * *

I like the books you make . . . We hope you have a good time with the letters.

* * *

what will you do when you fell down off a bike? I know these bike Rules . . . Ride your bike in a safe place. Show your hands. May we have some books? My name is Betty. I'm a girl.

* * *

my ant dusnit know all the safety rules like your picture about a boy getting on a bike could you send us more . . . I don't got a bike but I an going to bye a bike and I will know all the safety rules. Pamela.

* * *

May we have some badges and some booklits on fun on wheels and some other stuff that's only if you want to if you have any more left by Kathy yours truly.

* * *

I have a bike at home i know my safety rules i would like to know more about bikes i would like to have a book about bikes.

i know my signals right left and stop. thank you from Morrice.

still be a risky one," says Burt Wallace, Administrator of Staff Safety in the Ministry of Transportation and Communications. "They need all the cooperation they can get from drivers."

Traffic Safety Round-up

Guelph celebrates 15 years of Elmer program

On May 4, 1959, the first flag-raising ceremonies at Victory public school and St. Agnes Catholic school were held to open the Elmer the Safety Elephant program in the city of Guelph. Fifteen years later on May 4, 1973, these same two schools were involved in a birthday program with games for all the students, and birthday cakes with lighted candles which Elmer blew out. Guelph police department safety officer Cpl. Don Peacock and Constable Barry Robson, arranged the event. Here, Guelph safety committee treasurer Ernest Berner wears the Elmer head made by the committee. On left is Kay Crologopoulos, 7, and on right, Elizabeth Flew, 7.



Cubs earn cyclist badges through Crusader program



About sixty cubs of the 81st Toronto pack turned out for a Crusader Cycle Club Bike Rally held at Whitney Public School on May 29th. The boys, ranging in age from 8 to 11, were all required to have their bikes checked over by Metro Police Safety Officer Bill McKenzie before beginning the skill tests. "You can pat yourselves on the back," he congratulated them over the police van loudspeaker as he was leaving the event, "for having one of the best bike inspection records to date in this city."

The boys then went through five tests: the balance, change of balance, single-obstacle and two stop street tests which are contained in the Crusader Cycle

Club bicycle safety program that is offered to all interested Ontario community groups by the Ministry of Transportation and Communications Safety Office. Akela Cubmaster Fred Gray of 'C' Pack and the 2 Akelas of 'A' & 'B' Pack and a number of volunteer helpers who work regularly with the cubs, supervised the tests and awarded marks for skill with which the cyclists performed the manoeuvres. Afterwards, the cubs all wrote the traffic knowledge test, also part of the Crusader program.

The cubs who passed were awarded Crusader Cycle Club buttons and cards. Those who passed will also receive their cub cyclists badge.

Vera Falldien Memorial Award goes to Sault Ste. Marie's Jack Robinson

In recognition of his efforts in child safety and particularly his work on school safety patrols in Sault Ste. Marie, Jack Robinson of the Ontario Motor League's local branch was presented with the second Vera Falldien Memorial Award by the Sault Ste. Marie Safety Council on May 25th.

Vera Falldien was very active with the Tarentaurus Safety Council and a Councilwoman for the Township, until 1965, when both the Safety Council and the Township were absorbed through amalgamation with Sault Ste. Marie. She then became an Alderwoman for the city and an active member of the Sault Ste. Marie Safety Council for several years until her death in 1968. The first Vera Falldien Award was presented last year to the Kinsmen Club for its work on the Elmer the Safety Elephant Program which it sponsored in Sault Ste. Marie elementary schools.

"She was a fighter," recalls George Roy, first Vice President of the Safety Council who worked with Mrs. Falldien back in Tarentaurus days, "and she did a lot of work for kids that people never knew about." The Award in her memory will continue to be given annually to the group, school, club or individual who has been instrumental in promotion of safety, particularly child safety, in the Sault Ste. Marie community. The large permanent plaque bearing each successive winner's name will hang in the new city hall soon to be completed, under a portrait of Vera Falldien.



Jack Robinson holds the Vera Falldien Memorial Award presented to him by Sault Ste. Marie Safety Council as Debbie Diboll looks on. Chosen Miss Safety Council on the basis of her driving record and public speaking ability, Debbie will be asked to help publicize safety at various community events throughout 1973.

17th Hamilton Bike Roadeo

172 Hamilton students rode in the 17th Annual Bicycle Roadeo Finals held at The Forum on June 2nd. These were the best riders from the 16 area roadeos that had been held around the city during April and May, in Hamilton's 127 elementary schools. The Roadeo is sponsored jointly by the Hamilton Police Safety Branch, the Hamilton Safety Council, the Hamilton

Automobile Club, the Hamilton Council of Home and School Associations, and The Spectator who also donated the prizes.

In the area roadeos that lead up to the finals, some 15,000 elementary school students representing every public, private or separate school received bicycle safety instructions and many of these participated in the roadeo themselves.

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Hon. Gordon Carton, Q.C., Minister.

A. T. C. McNab, Deputy Minister.

W. B. G. Reynolds, Director of Safety.

Editor, Judith Adams



ontario traffic safety

Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario

Bicycle explosion", drinking drivers tangled out as Minister discusses 1972 traffic collision increase

London school patrollers meet the Queen and Prince Philip

The publication "Highway Traffic Collisions 1972" which has recently been released shows a 9.3% increase in deaths over 1971 and a 12.4% increase in non-fatal injuries on Ontario roads. Speaking to an Ontario Safety League gathering of Mayors and other officials who represented communities being recognized for fatality-free traffic records during 1972, the Honorable Gordon Carton, Minister of Transportation and Communications, discussed the newly published statistics.

"One would think that with safety-conscious citizens like yourselves showing concern . . . with accident-prevention legislation and safety promotion . . . with police enforcement agencies . . . and with the co-operation of dedicated organizations such as the Ontario Safety League, we would be well on our way to safer safety-minded driving and fewer accidents throughout the Province. The facts do not bear that out . . . In 1972, the number of motor vehicles registered in Ontario went up 5.3% to an estimated 3,379,034. Our statistics show that Ontario motor vehicle fatalities have also increased to 1,164 — this is 9.3% more than the year before." (1,769 people died in motor vehicle accidents in 1971). "Personal injuries rose 12% to 95,181," continued the Minister, "and the total of all collisions reported climbed 19.3% over the year before." (There were 84,650 personal injuries in 1971). Mr. Carton went on to single out some specific problem areas which could account in part for the increase in the accident picture. The incidence of drinking drivers had risen. Out of 2,408 motor vehicle collisions in 1972, 621 — or 25.8% of the collisions — either had been drinking or their ability had been impaired by alcohol. Over half of the drivers killed were not using

seat belts although they had them in their vehicles, and 63.2% of drivers injured had belts in their cars but were not wearing them.

Bicycle collisions with motor vehicles had soared, and 65 cyclists had died in 1972; 14 more than in the previous year. "The fantastic growth in popularity of the bicycle in the past few years has brought all ages of people out onto the roads," commented Mr. Carton.

Classified Licensing

After reviewing present measures being taken by the government and education authorities to reduce the toll of life on Ontario highways, Mr. Carton outlined a system of "classified licensing" which has been developed and will shortly be submitted to the Cabinet for approval. The present licensing system identifies the school bus driver, the motorcyclist and the chauffeur as distinct from the regular operator.

"Under the new system," explained Mr. Carton, "licenses of all drivers will be classified, according to the type of vehicle driven. There will be seven classifications. These will range from operators of any tractor-trailer combination, to instruction permit holders. Target date for the implementation of this seven-classification system is April 1, 1974. We will be providing full information when the plan receives final approval."

Deeply Concerned

"When I consider the facts and figures I have brought to your attention today . . . and when I read and hear of Ontario's continuing accident toll, I am deeply concerned, as I am sure you all must be, and I would call for increased efforts, at all levels, to motivate more people in this province towards safety on the roads."



The Globe and Mail, Toronto

13-year-old school patrol leader Paul Attard, of St. Anne school, was "pretty excited" to be talking to the Queen during her recent visit to London, Ontario.

It was a memorable day for school patrollers when the Queen and Prince Philip paid a visit to London, Ontario during the latter part of June. London's school patrol members lined their route through Victoria Park where they walked. Three members from each school in London were chosen, and approximately 120 school patrollers were on hand

to get a first-hand glimpse of the Royal couple. Some even had an opportunity to speak to the Queen, shown here asking Paul Attard how long he has been a patroller, as a group of children look on. There was also a special luncheon held for the Queen to which eight school patrollers were invited—four girls and four boys who had been selected by Police Safety Officers to attend. ●

T.T.C. wins top safety award — sixth straight year

The Toronto Transit Commission has been awarded the American Transit Association's top award for traffic and passenger safety, for an unprecedented sixth year in a row. The A.T.A.'s silver plaque, awarded for the highest operational safety among cities with an urban population of 1 million or over, has never been won by another city for even two consecutive years.

"We've succeeded in reducing our passenger and traffic accident rate by better than 70% in the past twenty years," TTC Safety Supervisor P. F. Gleave points out with understandable pride. "Back in 1951 there were 25 accidents per 100,000 miles travelled. Last year, it was 4.8." The silver plaque was presented to top driver Wilfred Baldwin representing the TTC during the A.T.A.'s mid-year meeting in Denver, Colorado, and on that day 3,500 blue ribbons saying "First in Safety" were proudly sported by TTC employees around Toronto.



On behalf of the Toronto Transit Commission, driver Wilfred Baldwin accepts the Silver Plaque from ATA President Stanley H. Gates, Jr., in Denver, Colorado.

N.S.C. Award of Honour

Another top honour, this one from the National Safety Council, followed closely upon the A.T.A. award. The N.S.C.'s "Award of Honour", the Council's highest order of recognition, was also won by the TTC for the second year running. The award is not necessarily given every year, but only when a company's performance in the industrial accident field is considered exemplary. "In the past eight years we've reduced our employee accident rate by more than 50%," Mr. Gleave explained, noting that the classification in which the TTC won the NSC award includes all transportation systems across Canada and the U.S.

A Safety Education Program that Works Well

The Toronto Transit Commission conducts its own safety program for the 3,000 drivers it employs. This includes an efficient organization of safety subcommittees within each of the seven divisions, to which five drivers are elected each year, and apart from holding regular meetings, these men also act as safety counsellors to fellow drivers, going out on routes and spending time with less experienced operators. The TTC has a driver award program and presents a silver card for five years of accident free driving, a gold card for 10 to 20 years, and a platinum card for 20 or more consecutive years

without an accident. "Right now we have two men who have accident-free years to their credit," said Mr. Gleave.

Selection of Drivers

Only one in forty applicants are chosen to drive for the TTC, so rigid are their hiring standards for the job. A good TTC driver, aside from his skills, must be able to keep calm, be reliable, patient, like people, and take a pride in his job. He has to protect passengers from harm, and keep out of accidents himself. "Right now amongst our 3,000 operators we haven't had a single lifetime injury for six months," said Mr. Gleave. "We used to average four or five a month."

Drivers, he points out, deserve all the credit for the Commission's excellent traffic safety record.

As Safety Supervisor, P. F. Gleave and Mr. V. Carstead, Fire Marshall, share the responsibility for the TTC's entire safety and fire prevention program under Mr. E. C. Penney, Safety Director for the Commission.



T.T.C. General Manager of Operations James H. Kearns.



Peter F. Gleave, T.T.C. Safety Supervisor.

29 Ontario communities cited for fatality-free year

Each year the Canada Safety Council makes special awards to communities in recognition of their fatality-free traffic records. Twenty-nine communities in Ontario were among those earning the safety awards, and the Honourable Gordon Carton, Q.C., Minister of Transportation and Communications, presented the award plaques to the Mayors or other representatives at a special luncheon held by the Ontario Safety League on July 5 in Toronto.

Fatality-Free Communities

The Ontario cities so honoured were Orillia, Ajax, Brockville, Cobourg, Leamington, Lincoln, Midland, Niagara-on-the-Lake and Trenton. Smaller communities with populations of 5,000 or more included Amherstburg, Arnprior, Carleton Place, Dryden,



The City of Brockville was one of 28 Ontario communities to receive a Canada Safety Council citation for completing 1972 without one fatal traffic accident. Left to right: Mr. D. Wilson, President, Brockville Safety Council; Honourable Gordon Carton, Q.C., Ontario's Minister of Transportation and Communications; Alderman Robert Sheridan of Brockville; Chief N. L. Sterritt, Brockville Police Department.

Espanola, Fergus, Gananoque, Goderich, Hanover, Hawke's Bay, Ingersoll, Paris, Port Hope, Penetanguishene, Picton, Port Hope, Smiths Falls, Streetsville and Tecumseh.

For Improvement

One Ontario city, Niagara Falls, was among the five cities across Canada with populations of 40,000 or more which were cited for the greatest reduction in fatal traffic accidents per 10,000 of population in 1972, over the previous year.

Lowest Fatality Rate

Brampton, Ontario was included in the six Canadian cities with populations of 40,000 or more who received special merit citations for showing the lowest rates in fatal accidents per 10,000 population.

Ottawa Kiwanis Safety Village — "A learning experience"

Britannia Park, Lakeside Gardens in Ottawa has a new addition that's one of the busiest spots in the whole of that lovely waterfront park. It's the Kiwanis Children's Safety Village, an ongoing project that is dedicated to keeping the youngsters of Ottawa safe from accidents, through education at a young age and down at their own level. Small streets and sidewalks with perfect road markings and crossovers, stop signs and signal lights divide the 200' x 200' property which was donated by the city. There's a portable classroom on loan from the Ottawa Board of Education, where groups of children who visit the village can see films and enjoy a safety lesson from the Police Safety Officers who staff the Village. Eventually construction will begin on a permanent building, which will be financed by the 6 Kiwanis Clubs of Ottawa at an estimated cost of \$35,000.

There are 12 bikes the children may ride, and a dozen miniature cars will shortly be delivered. And there's already one miniature house donated by a local construction firm, harbinger of dozens more child-size buildings that will one day line the small-scale streets in the village, representing everything from Fire and Police Departments to factories, banks and department stores.

A Community Venture

"To succeed, this has to be a community project," stressed Don Bignesse, the Kiwanis Director of the Children's Safety Village. "It needs the continued support of the boards of education, the Police Department, the Ottawa Department of Recreation and local business and industry." To date all these agencies have had a big hand in creating the village, and at least \$15,000 of work in road construction,



Police Constable Denis Munro shows how a crosswalk should be used.

paving, and electrical wiring has been donated. The bikes were donated by the manufacturer and a local bike shop, and the small cars by a local car dealer. Two Ottawa Police Constables, Denis Munro and Joseph Barrette, are on full-time duty at the village, putting an average of 120 children a day through their paces, and reporting to Police Superintendent Roger Boudreault who is in charge of the project from the Police Department end of things. Chief Leo Seguin supports the idea wholeheartedly.

"We teach the children the simple rules of road safety," explained Constable Denis Munro: "all the street signs, and hand signals for cyclists; those are top priority. But we also tell them about the hazards of hitch hiking, playing around with flammable things like gasoline, or with poisons." The children who visit the Village range from grades one to three, and also include special schools for the handicapped. 1200 children were lined up already for five weeks ahead, always by arrangement with teachers or group leaders, and the bookings increase daily,

and promise to become solid from September on, when school opens.

No Individual Children Please

Children who visit the Village must be in groups or classes, as the facilities simply don't accommodate spur-of-the-moment visits by individual children and/or their parents.

Other Communities Can Do It Too

"We based the idea on a similar village in Tampa, Florida," explained Kiwanian Alex Dayton, "and it has really caught on here, with a lot of help from the community. That's what you need for it to succeed — community spirit and cooperation with the schools, the clubs, the city." The Kiwanis clubs of Ottawa have gained that kind of cooperation, and they plan to keep the community spirit behind the ambitious project alive and active, building a Village which, as Mr. Dayton says, is "much more than just a little playground — it's a learning experience the children of Ottawa will never forget." ●



Police officer is a friend, as Constable Joseph Barrette demonstrates.

Ontario Safety League's "Elmer" contest in 200 newspapers

The Ontario Safety League's Elmer Safety Contest is back, after an absence of three years. Starting July 23, the weekly contest appeared in over two hundred newspapers across Canada, 100 of them in Ontario, for four consecutive weeks ending the week of August 13.

The contest, based on Elmer the Safety Elephant's six safety rules, is open to any child of elementary school age. Each week, there is a picture illustrating one of Elmer's rules. Entrants colour the picture and give the correct rule illustrated. For Ontario winners, there are four bicycles given away each week — two boys' and two girls' — for a total of sixteen bikes during the contest. Second prizes are fifty bicycle accessory kits each week

of the contest, consisting of a rear-view mirror, bell and chain lock. ●



Ontario Safety League staffers Ruth Stern, Jo-Ann Walter and Michelle Couch with boxes of prize bicycles and accessory kits being awarded in Elmer the Safety Elephant's contest.

WE'VE MOVED!

As of August 7,

The Safety Office of the Ministry of Transportation and Communications has moved to the following new address:

Room 304
Central Building
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8

Our new telephone numbers will be:

(416) 248-3761
or
(416) 248-3575

Traffic Safety Round-up

Gymnastics, Bands and Displays at Etobicoke Safety Festival

On June 15, 16 and 17 at Sherway Gardens, the Etobicoke Safety Council put on an ambitious program of safety education and entertainment known as the Etobicoke Safety Festival. Films and safety equipment were on view, trampoline displays and marching bands vied with Smokey the Bear and the O.P.P. Tracker Dog, to make a three-day festival that was visited by an estimated 40,000 people.

A Red Cross mouth-to-mouth resuscitation demonstration allowed visitors to practice the life-giving breathing on a lifesize dummy. There were Fire and electrical safety displays, and the St. John Ambulance, the TTC, the Metropolitan Toronto Police Department and the elementary schools of Etobicoke were just a few of the many organizations who provided their own displays.

The Etobicoke Safety Council, who organized the event, work throughout the year on continuing projects such as fire and home safety, traffic accident prevention and bicycle roadshows, baby sitter courses and an annual Traffic Safety Lane where automobiles and trucks are inspected for mechanical fitness. They are all volunteer citizens of the Borough of Etobicoke.



Trophy winners in this year's Sturgeon Falls bicycle rodeo, June 9th. Left to right: Terry Pommerville, Albert Gelin, Guy Croteau; the 10-speed bicycle winner Robert Guidon; John Duhaime and Lise Sauvé. Standing behind them are Richard Pfeiffer, left, public safety consultant with the Ministry of Transportation and Communications, and Constable Gilles LeCouteur of the Sturgeon Falls Police Department which sponsors the annual rodeo.

Lionel the Talking Car a Hit During Police Week

The Gloucester Police Force and the Gloucester Lions Club recently created a new traffic safety character to delight and instruct youngsters. He's Lionel, the Talking Car, and when you speak to him his eyes light up and his head turns, to the amazement of children who chat with him. All his other lights come on and he will even make his siren go! 50,000 turned out for the May 13th parade held at the beginning of Ottawa-Carleton Police Week 1973, in which the Ottawa, Gloucester, Nepean, Vanier, Richmond, O.P.P. and R.C.M.P. forces all took part. Since his debut in this impressive parade, Lionel has also participated in Canada's Tulip Festival Parade, the Lions Club International Parade in Cornwall, Ontario (in which he won 2nd prize), and he's now booked for the Central Canada Exhibition Parade. "He's only starting," says Gloucester Chief of Police Kenneth Duncan. "Soon he'll be visiting all our schools and local community functions."



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Hon. Gordon Carton, Q.C., Minister.
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W. B. G. Reynolds, Director of Safety.
Editor, Judith Adams.



Sean MacKinnon (10) and Rodney King (5) are neighbours on U Drive. For the past year, Sean helped Rodney across streets to junior kindergarten at St. Louis School, and one day saved his life from a speeding car by pushing him down, out of the way. Here John MacBeth, M.P.P. presents them both with tickets to the Pacific Games as Mrs. Jean Hibbert, Chairman of the Etobicoke Safety Festival, Inspector John A. Ward of 23 Division, Metro Police, Harold Pimble, Director of Safety with Smith Transport, and V. J. MacMillan, Publisher of the Etobicoke Guardian look on.



A popular attraction at the Miramichi's display in the Lakehead Exhibition, June 23 - July 2, was the psycho-physical tests to measure field of vision, night vision, depth perception, reaction time, visual acuity and colour vision.





ontario traffic safety

Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario

Artist, Newsman, Police Inspector created famous elephant

The familiar green pennant that flies from school flagpoles across the country bearing the face of "Elmer the Safety Elephant Who Never Forgets", has an unusual history. "A year or so after World War II", recalls Bas Mason who was then with the Toronto Telegram, "Mayor Robert Hood Saunders and Controller Hiram E. McCallum were in Detroit and were introduced to the Green Pennant Safety Program, sponsored by the Detroit Police."

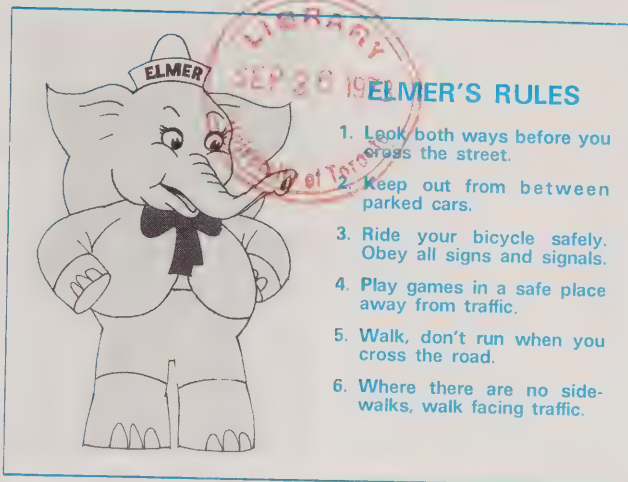
"After discussing the project with yours truly, they suggested C. O. Knowles, editor of the Evening Telegram, that the paper sponsor a similar program in Toronto. Mr. Knowles agreed enthusiastically. At that point the project was turned over to Inspector Vernon Page, of the Toronto Police Dept., and to me." The police inspector and newsman together hit on the idea of using an elephant, as a symbol on the pennant, because of his famed memory. "Can't recall how we got on ELMER, but Elmer the elephant seemed to go together like bacon and eggs and that was that," Mr. Mason recalls.

New Artwork Needed

The Telegram was sold to George McCullagh shortly afterwards and the paper continued enthusiastically to sponsor ELMER under the new direction of John Bassett, Jr. The program has been in the Toronto schools for several years and teachers and police found its impact was wearing off. The reason? "Our unimaginative elephant artwork", continued Bas Mason.

Fortune smiled, for into the one day walked a genius: Charles Thorson, an artist-animator from Winnipeg who had had the experience in Hollywood and was captivated with the ELMER idea. He worked for months to achieve his ideal... that's the ELMER who's in the schools today."

Elmer's six traffic safety rules have been an important part of



1. Look both ways before you cross the street.
2. Keep out from between parked cars.
3. Ride your bicycle safely. Obey all signs and signals.
4. Play games in a safe place away from traffic.
5. Walk, don't run when you cross the road.
6. Where there are no sidewalks, walk facing traffic.



Elementary school youngsters get to know Elmer the Safety Elephant's six life-saving traffic rules in a variety of ways through activity sheets provided by the Ministry's Safety Office.

Ministry Provides Support Material to Schools and Police

To assist teachers and police safety officers in Ontario with the important job of instilling Elmer's rules in small pupils' memory, up-to-date and attractive visual material has always been needed, and the Safety Office of the now Ministry of Transportation and Communications, Ontario government,

originally under the Department of Transport, has been devising such material year after year and supplying it free of charge to schools and police officers.

Teachers Consulted on New Materials

This past summer the Ministry sent a questionnaire to about 2,000 of the schools that have used the Elmer program materials supplied in past years. This year's printed material was designed and selected on the basis of their replies. A teacher's guide, six posters based on Elmer's rules, a large colouring sheet that can be made into a book and four activity sheets are being provided to schools this year. For younger children there is a "Can you spot the errors" game, and a "join the picture to the words" game. A bicycle quiz and a pedestrian safety quiz are aimed at older children. All the material is being printed in both French and English.

For the police safety officers a take-home folder to hand out to children on their visit to the schools gives Elmer's rules, and includes a message to parents about seatbelts. A wall measuring-tape that gives both standard and metric measure is also provided to the police to take into the schools. From the hundreds of enthusiastic comments, suggestions and constructive criticisms received from teachers replying to the questionnaire sampling taken, it has been confirmed that the approach being taken to educate children at the lower elementary school age level in traffic safety has been the right one. "The whole program must be rated excellent", runs a typical comment from a teacher. To judge by the fact that the rate of child pedestrian deaths dropped 14.4% in the past year, while total pedestrian deaths rose by over 7%, it would appear much credit must go to a cheerful, ever-vigilant cartoon elephant, and to the teachers, police safety officers and children who keep him flying above their schools. •

CHILD SAFETY PROGRAM

CHILD PEDESTRIAN DEATHS

During 1972, pedestrian traffic deaths in the 5 to 14 age group dropped 14.4%, from 90 in 1971 to 77 in the following year. This is especially impressive in face of the fact that the **total** number of pedestrians killed in traffic accidents during 1972 showed an increase of more than 7% over the 1971 totals.

There's a great deal of effort going on in Ontario's schools to educate children in traffic safety, and while it's impossible to measure the success of any such safety program, it's perhaps safe to guess that together, these various efforts have helped keep a lot of school-age children alive in today's ever-growing complexity of traffic problems.

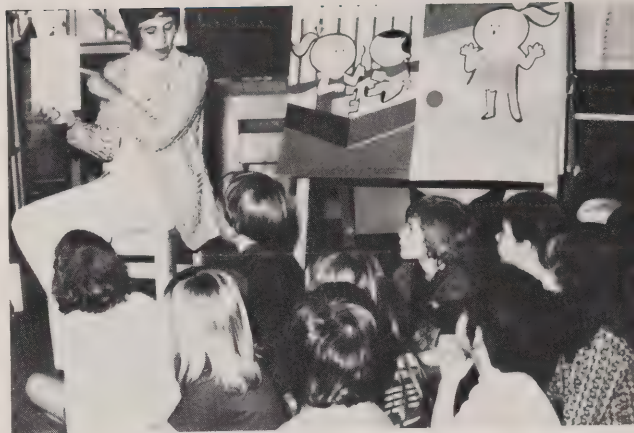
Here are the programs the Ministry of Transportation and Communications Safety Office has created and currently offers to schools across the province

FOR NURSERY SCHOOL AND KINDERGARTEN

For the thousands of four and five-year-old tots who will venture into school for the first time this year, the Ministry has a special program for teaching them traffic safety. Based on an award-winning project of the Toronto Junior League who designed it over ten years ago, the program consists of a manual for teachers, a letter to parents, five large colourful posters that illustrate for non-reading toddlers the most important life-saving rules of traffic safety, and a hang-me-up chart with small replicas of the same posters which every child can have up on his wall at home. The course contains nine lessons formed around the five basic safety rules. There are stories, songs and games, all aimed at the very young, and all intent on teaching safe habits and responses in traffic situations.

FOR ELEMENTARY SCHOOL AGE

In addition to the Elmer program described elsewhere in this issue, the Ministry assists schools, community organizations and police safety officers by preparing and providing materials on school bus safety, school patrols, school bus patrols and safe bicycling.



Teacher discusses child-drawn policeman on cover of Ministry's teaching guide for nursery school and kindergarten safety. The two posters shown, part of a set of 5 available, illustrate the rules "play in a safe place", and "don't go on the road".

SCHOOL BUS SAFETY

Transporting children to school is becoming a larger, more complex responsibility every year, and the Ministry Safety Office has concentrated on school bus safety for many years. Student behaviour, bus driver training, vehicle inspection standards, general highway driving behaviour and laws as they affect school buses on our highways all enter into the effort to reduce school bus accidents. For students, the Safety Office has an illustrated folder for older children from grade 5 up and a wall chart to match, a colouring folder for children from kindergarten to grade 4 and a big matching wall chart. There is a school bus film-strip, and two separate scripts designed for younger and older children.

For bus drivers, school boards, motorists and the general public there is more material. School bus driver seminars organized by school boards with the assistance of the Ministry help to bring drivers, teachers and school board officials together on current problems. The Ministry's posters and television spots aimed at motorists remind them of the all-important school bus stopping law that applies when a bus's red lights are flashing, wherever the maximum speed limit is more than 35 miles per hour.

Training

Ministry personnel provide school boards with the facts about operating school patrols and police safety officers carry out the training, in cooperation with the Ministry's Public Safety Consultants, and with the financial assistance of various agencies at the local level. The Ontario Motor League supplies all the literature and badges needed for all the schools in Ontario. Special summer camp sessions are an important part of the efficient organizing of school patrols in Ontario.

Among these held annually is a week-long camp training session for the school patrol officers of Toronto and the surrounding five counties of Peel, Ontario, Muskoka, York and Simcoe, and



Student patrollers perform a vital role in keeping Ontario children safe en route to and from school. School patroller's job is to keep control of pedestrians, never to stop traffic or enter travelled portion of road himself.

SCHOOL SAFETY PATROLS

Student safety patrols have been in existence since the 1920's. Begun by the Canadian Automobile Association, they are now operating in more than half of the elementary schools in Canada, and receive the active support of government, motor clubs, Home and School Associations and many other organizations in the various communities where they have been adopted. Their job is to guide and control children, never to direct traffic, and never to step into the travelled portion of the roadway.

also in London, Hamilton, Saratoga and Guelph.

Special Events

For the third year in a row, 2500 school patrol members have marched in parades during the Canadian National Exhibition in Toronto, a project of the Ontario Motor League. At the national level, this is the fourteenth year that a School Safety Patrol Jubilee Parade has been held in Ottawa during the spring, with over 8,000 patrols from across Canada participating in 1973.

RAMS THAT WORK

DROP AS TOTAL INCREASES



School bus patrols are an important part of the effort to protect rural children from traffic accidents.

London's Patrol

The 42 incoming patrol captains who will be responsible for London elementary school patrols this year had an expense-free week at camp this summer, where they received a course of training for their important duties. This is the fourth consecutive year the camp-training has been sponsored by the city, under the supervision of the Police Department, whose four safety officers arrange and conduct the course. Constables H. Huizinga, B. Beggs, Ken Campbell and Maurice Coghlin are in charge of training the leaders, and a comprehensive program is carried out during the week-long sessions held each summer, one week for boys and another week for girl patrol leaders. This year there are 20 boys and 22 girls who are incoming captains.

The City of London School Safety Patrol training program is a joint venture of police, parents, education authorities and the London Motor Club, and there are more than 1000 safety patrol members serving under the guidance of these leaders. "The effectiveness of the patrol is evident by the marked reduction in student pedestrian accidents," states London Chief of Police Walter T. Johnson. "Usually the incoming captains have been patrolers for several

years, having worked their way up through the ranks of sergeant and lieutenant. By the time they get to the camp-training program they know good patrolling, so the course is an advanced one: how to administer, hold meetings, keep records, assign, supervise and if necessary, discipline patrol members. The sessions also cover fire prevention, first aid (including mouth-to-mouth resuscitation, bus patrolling and emergency procedures, and bicycle safety. There's a written test to be passed, and at the end each leader who is successful receives a certificate.

It's a Serious Matter

Helping to protect the lives of

20 of London's incoming school patrol captains spend a week training at Camp Olalondo.



thousands of school students all year is a serious business, and the patrol leaders treat it that way. Often the training sessions become "brain-storming" sessions too, from which everyone learns from sharing their ideas — including the police officers leading the sessions — and the captain-trainees aren't shy about expressing themselves. Not only will they be required to conduct meetings later for patrolers when they assume their duties as captains, but they'll also have to work along with the school teachers and principals, and the police safety officers throughout the year.

But It's Not All Work

The patrolers don't spend all their camp time indoors at their lessons — just the morning training sessions. The rest of the time they're fully part of the larger camp, and enjoy all the boating, overnight camping out, swimming, sports and crafts facilities it has to offer, which are considerable. Camp Olalondo is a private camp, about 80 acres of land on the shores of the Thames River only 8 miles outside of London. It's a boy's camp for half the summer, then it switches over to accommodate girls during the other half. "And we almost never have a case of homesickness", notes the dynamic Camp Director, Father Patrick Mellon, who seems to be everywhere, quietly supervising the smoothly-running activities.

Initiative, Leadership Stressed

Commenting on London's school patrols, after he has just completed a session with the boys on how to hold meetings, Police Constable Huizinga says: "We're always looking for new ideas, and these young leaders are always coming up with them. Last year was London's first experience with crosswalks. At one school, Norwood Park, the school patrolers took it upon themselves to set up a crosswalk education program for the whole school. They had a crosswalk, pedal cars and electric motorcycles for the children, and they gave instruction with slides, blackboards, and practice walking to every class in the school."

At another school Police Safety Officer Beggs described, a special kindergarten class has to come out a certain door and walk right around the school unprotected. He explained, "the leaders assigned specific school patrolers to look after them and see that they made their crossings safely."

SCHOOL BUS PATROLS

Drivers of school buses have a great responsibility, and for maximum safety, good discipline both on the bus and outside it is a must. School bus safety patrols are a logical extension of the school safety patrol idea, and a most effective way of maintaining standards of safe behaviour when children are boarding, travelling in and leaving the bus, and crossing the road after leaving it. During the trip they see that children behave quietly, never throw things, and stay in their seats. Like pedestrian school patrols, the patrolers never control traffic, just children. They stand off the travelled portion of the roadway and keep the bus passengers back until traffic is clear, then direct them to cross. Patrolers are trained by police safety officers, and equipment is provided by local service clubs, automobile clubs and other sponsoring groups. Pamphlets outlining the duties of both school patrols and bus patrols are available from the Ministry Safety Office on request.



Cubs of the 81st Toronto pack have their bikes checked over by Metro Police Safety Officer Bill McKenzie during Crusader Cycle Club rally held at Whitney Public School.

BICYCLE SAFETY

In the wake of the great "bicycle explosion", total bike fatalities in Ontario have climbed in 1972, claiming 9 more lives than in 1971. Yet in the under-14 age group, there has been a slight decrease in bicycle fatalities from 40 in '71 to 37 deaths in 1972 — perhaps an indication that where efforts at safety education are concentrated, they pay off in fewer deaths.

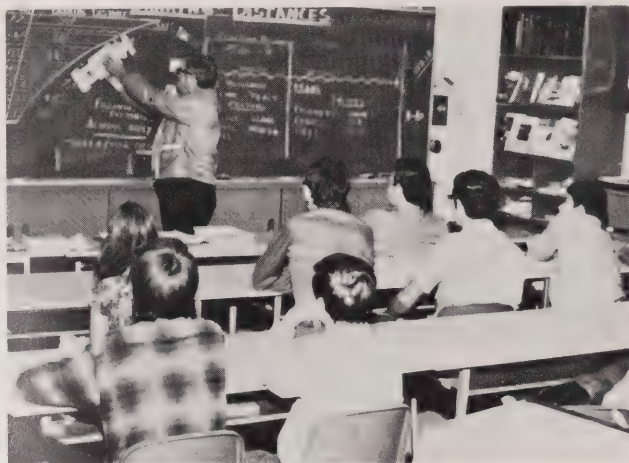
Members of the Ontario Provincial Police and municipal police safety officers take a great interest in bike safety education at the elementary school level in this province. They conduct bicycle inspections, safety lessons, and in many towns and cities help with bicycle rodeos that involve the whole community.

A Program for Community Groups

The Ministry Safety Office has a uniform training program for young cyclists known as the Crusader Cycle Club, which it offers to clubs, church groups, cub groups and service clubs as a safety project they can conduct at the local level.

It consists of three main phases: instruction of the children in rules of the road and safe cycling habits, inspection of the bikes themselves to see they are in safe riding condition and examination of the cyclists to make sure that they have learned the safety lessons and are safe, competent bike riders. The instruction manual, training posters, test papers, bike check cards and other aids are supplied by the safety office. Each child on joining the Club becomes a Crusader, and on passing the complete course of instruction receives a badge in the form of

a knight's shield and helmet, and a wallet card which confers the title of Knight Rider.



In-class instruction forms an important part of the approved driver-education course in Ontario secondary schools, promoted jointly by the Ministries of Transportation and Communications, and Education.

DRIVER EDUCATION IN SECONDARY SCHOOLS

Back in 1960, when the then Departments of Education and Transport began jointly to promote approved courses in driver instruction in secondary schools, there were only 36 schools in Ontario offering such a course. Now there are 546 schools offering their students a chance to learn to drive. Teachers must be specially trained in a 3-week driver education teacher preparation course held during the summer and financially sponsored jointly by the Ontario Motor League and the Insurance Bureau of Canada, in conjunction with the Ministry of Transportation and Communications who contribute administrative and teaching personnel. The course has just been expanded to three weeks in length instead of two. A Canadian textbook "Power Under Control" last year

replaced the American "Sportsmanlike Driving", and the curriculum guide, manoeuvre sheets and test papers the Ministry supplies have all been keyed to the new text.

In the school year 1971-72, there were 28,320 students who successfully completed a high school driver instruction course in this province, taught by 1,098 qualified driver instruction teachers. With the completion of this summer's teacher preparation courses held simultaneously in Toronto, Ottawa, Hamilton and London, a total of 120 more teachers became qualified to instruct driver education in high schools, which should improve the number of places opened to eligible students in driver education courses. To date, about 25% of eligible students are accepted into courses, as a shortage of qualified teachers has been a major stumbling block to offering the course to every student who wants to take it, in this and every other province in Canada •

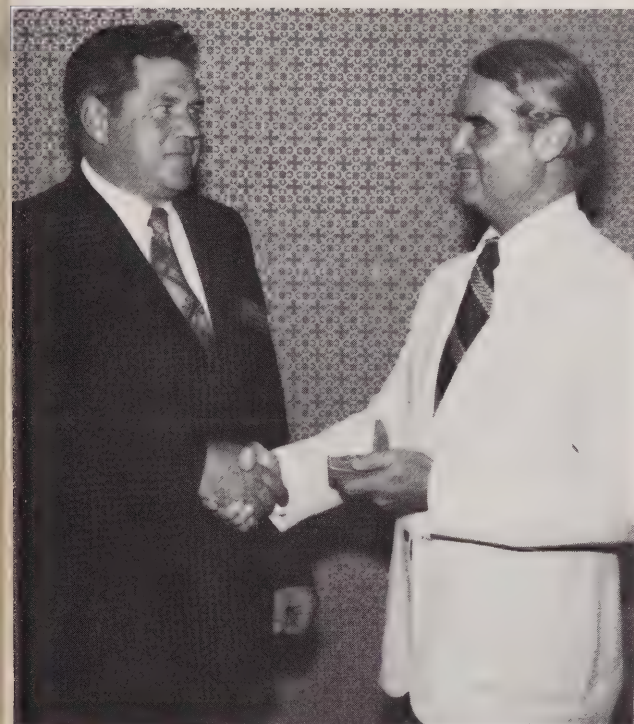
Dufferin & 401 Gets Top Traffic Volume

A 1972 report on traffic volumes all over Ontario, notes a general growth in our overall volume of highway traffic of about 5% a year. Listing the annual average daily traffic in summer, both including and excluding weekends, the booklet reflects the varying rate of traffic volume in over 30,000 separate areas where vehicles have been counted and recorded. Top figure for the entire province is recorded at the junction of Highway 401 and Dufferin, where on weekdays, an average of 194,000 vehicles drive by the intersection each day.

Teacher Fred Bukowski of Kirkland Lake Collegiate and Vocational Institute, and Maureen Dennis of the Etobicoke School Board, discuss the Ministry's new driver education teaching guide with Anthony Daniel, in-car instructor with the Ontario Motor League, during the recent summer teacher preparation course in driver education held at Toronto.



Highway Equipment Operator for 26 Years Wins Ministry Truck Rodeo Top Prize



Min. Gordon Carton, Q.C., Minister of Transportation and Communications congratulates gold-medal winner Donald Briggs of the Ministry's London district for his top skill driving performance in the recent M.T.C. Annual Rodeo.

Safety Van Part of Fall Fair Scene

The Ministry Safety Office's Caravan has become a familiar part of the Ontario rural fair scene over the past fourteen years. Safety displays and literature, a competition for children and various animated exhibits have provided reminders to countless thousands of visitors. Among displays included in this year's caravan, (the newest model

which has been on the road for two years now), is an animated Elmer the Safety Elephant figure who reminds children of his six traffic safety rules, and an illustration of the "Walk, Don't Walk" lights now being used at busy intersections. A girl's and a boy's bike are offered as prizes in the bike safety quiz which children may enter wherever the caravan appears. •



Ministry's Traffic Safety Caravan visits fairs, exhibitions, shopping centres and carnivals throughout the province from July through October.

She's a Traffic Stopper

19-year-old Monica Long has been working in road construction since May, mostly "flagging around cranes" outside Hamilton, Ontario. Two new four-lane bridges are being built to replace the old ones, where highways 2 and 6 come together. Monica's job as one of the "flaggers" is to stop or slow down the traffic as required, working as a team with another flagger, when the heavy road construction equipment is in action. Does she like the work? "Yes, it's different, and the money's good for a summer job," replies the pretty York University psychology student. She got the job through Student Manpower after going there several times in search of summer work. After a three-week stint on another nearby flagging job, she got this bridge-project job for the duration of her summer holidays. What are the risks involved in her job? Scarcely any if you do it right, says Monica. "Some people just don't see your stop sign I guess, and you sort of have to be firm about it, but we haven't really had many troubles. All in all, it's a good short-term job for a girl." •

\$200 and a coveted gold medal went to top driver Donald Briggs of the MTC London District, in the Ministry's Annual Rodeo held July 31st and August 1st. The finals involved 19 of the top Ministry drivers who had won from among 1,076 participants in preliminary rodeo trials.

Silver medal-winner in the competition was Edison Fawcett of Ottawa who placed second, and Ron Thompson of Port Hope won third place standing and a bronze medal.

Said Minister of Transportation and Communications Gordon Carton as he presented the drivers with their awards and cash prizes at a banquet following the Rodeo, "the high level of the Ministry's safe-driving record is a gratifying one . . . all of you have proved that you have learned well the highly professional skill of safe driving."

The three top winners went on to represent the Ministry in the preliminary trials of the Etobicoke Jaycees' Ontario Truck Rodeo Championships, held August 11th at Toronto. •



Monica Long, highway construction flagger.

Coming Events

September 10-14—Basic Driving Instructors Course, Ontario Safety League, Toronto.

October 15-19—Fleet Supervisors Course, Ontario Safety League, Toronto.

October 22-24 — Advanced Driving Instructors Course, Ontario Safety League, Toronto.

October 29-Nov. 7—National Safety Congress & Exposition, sponsored by National Safety Council, Chicago, Illinois, USA.

November 5-9—Basic Driving

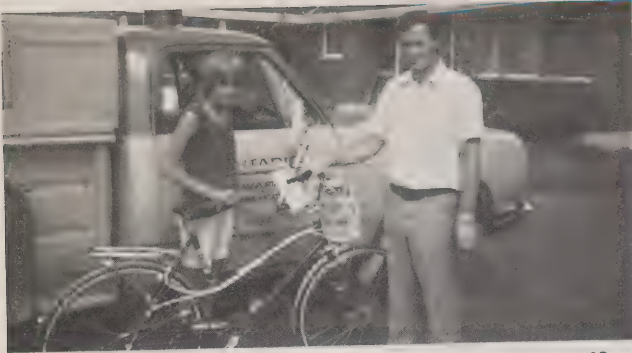
Instructors Course, Ontario Safety League, Toronto.

November 12-13 — 2-day Advanced Fleet Seminar, Ontario Safety League, Toronto.

November 12-13—17th Stapp Car Crash Conference, Hilton Inn West, Oklahoma City, Okla., USA.

November 27-28 — Automotive Transport Association of Ontario (ATA) 47th Annual Convention, Royal York Hotel, Toronto. •

Traffic Safety Round-up



Above left: Bonnie Bailey of Kewatin Blvd., Peterborough, age 13, receives the girl's prize bike won at the Ministry booth in the Peterborough exhibition, from L. Cotgrave, a representative from Port Hope district, Ministry of Transportation and Communications. Above right: Mr. Cotgrave presents the boy's prize bike to winner Gary McRae of Monaghan Road, Peterborough.

Ajax

800 Ajax school children participated in the June 25th Bicycle Rodeo sponsored by the Ajax Police Department. A large area of the Harwood Mall Shopping Centre was roped off, and mock intersections and driving courses painted on the ground. Even Police Chief Tom Chambers and Mayor Clark Mason tried their skills on the six riding tests, which were supervised by volunteer parents and police officers. "Competition among the children for high score was not stressed," points out Sgt. J. Hamilton. The idea was to allow each person to understand his responsibilities as a cyclist, realize his own riding abilities and increase his riding skills."

Sault Ste. Marie

School children who display good safety attitudes at intersections that are supervised by adult school crossing guards are now being officially recognized by the Sault Ste. Marie Safety Council.

A Crossing Award Certificate and a trophy are awarded monthly to a child nominated by the adult guards. The idea originated with one adult guard who, on his own initiative, used to reward deserving students with a certificate and a small cash prize. "The idea had merit, and we wanted to use it at the 50 or more other intersections in the city using adult guards," explained Constable Frank Klein, head of the city police department's child safety division.

GO-A NEW WAY

The new symbol above is the way in which the Government of Ontario's various transportation services will be identified from now on. The Province's involvement over recent years in various forms of transportation including commuter trains, buses, boats and planes led to the decision that an over-all identification symbol was needed that would

be readily recognized by the public as a government of Ontario project. Under the overall "GO" symbol, individual identities for each service will be established. For example, the new intermediate capacity transit demonstration system to be constructed at the C.N.E. has been designated GO-Urban.

Address Changes? Tell Us

We're trying to keep our mailing list of some 35,000 names as up-to-date as possible. But changes of address sometimes elude us for a few months, since the post office doesn't necessarily return all undelivered "printed matter" mail. If you've moved, let us have your new address on this coupon, and we'll see that your card is changed accordingly on our mailing list.

OTHER POTENTIAL READERS?

Do you know of anyone else who would like to receive the Ontario Traffic Safety bulletin? Simply give their name and address under "new readers" and mail the coupon back to the Safety Office, Ministry of Transportation and Communications, Room 304, Central Building, 1201 Wilson Avenue, Downsview M3M 1J8.

MY ADDRESS HAS CHANGED AS FOLLOWS:

NAME
ADDRESS

MY OLD ADDRESS WAS:

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ADDRESS

PLEASE ADD THIS NEW READER TO YOUR MAILING LIST

NAME
ADDRESS



Ajax Mayor Clark Mason tries his skills as a cyclist during the June 25th Rodeo held by the Ajax Police Department for over 800 children.

ontario traffic safety

Published monthly for those interested in promoting traffic safety. Contents may be reprinted without reference to the Ministry of Transportation and Communications except where credit is given to other sources. Readers with safety activities to report should write Ontario Traffic Safety, Safety Office, Ministry of Transportation and Communications, Room 304, Central Bldg., 1201 Wilson Avenue, Downsview M3M 1J8.

Hon. Gordon Carton, Q.C., Minister.
A. T. C. McNab, Deputy Minister.

W. B. G. Reynolds, Director of Safety.
Editor, Judith Adams.



ontario traffic safety

Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario

Dusk, bad weather mean danger for pedestrians

You don't have to be riding in a car to get hurt in a traffic accident, as recent Ontario figures show. About one in every five people killed in traffic and one in 12 injured is a pedestrian. Here's how 83 Ontario people were killed last year and another 7,941 injured in traffic, while on foot:

Pedestrian action:

	Killed	Injured
Crossing intersection with right of way	5	975
Crossing intersection without right of way	11	459
Crossing intersection, no traffic control	15	201
Crossing, pedestrian crossover	13	285
Walking on roadway with traffic	40	371
Walking on roadway against traffic	16	169
On sidewalk or shoulder	27	504
Coming from behind parked vehicle or object	18	859
Playing or working on highway	6	206
Running into roadway	76	2,050
Crossing through traffic	87	924
Cher	69	938
TOTAL	383	7,941

As the figures show, there's a good reason for having and enforcing traffic laws for pedestrians as well as motorists. There are still a good many more pedestrians killed and injured while they are breaking the law than obeying it, but just as you shouldn't count on the right of way while driving, you shouldn't count on it while on foot if you want to stay alive. 5 of the people who died and 975 who were injured last year in Ontario were crossing at intersections, with the right of way.

Walk defensively

Protect yourself against drivers who are careless or who may not see you, whether or not the law is on your side in a traffic situation. Always look all ways before you step off the curb. Watch out for drivers making turns at intersections. A driver in Ontario must make a right turn on a red light providing he comes to a full stop first, and proceeds only when the way is clear.

Help the motorist see you

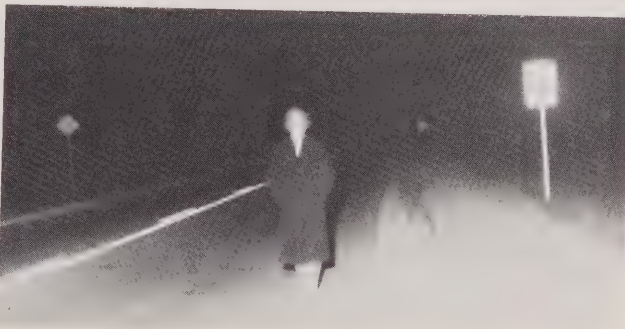
Bad weather brings shorter days and longer hours when you are likely to be out in traffic at dark or dusk. Help drivers see you, by wearing some reflective light if you're travelling on a highway, especially if you're out in



This hand signal means the pedestrian must not start to cross the road until a WALK signal appears.



Where there are no sidewalks, you should walk on the left, facing oncoming traffic . . .



and if you must walk on the roadway (which is the paved or travelled part of the highway) walk as close to the left edge of it as possible. At night, wear light coloured or reflective clothing to be seen.

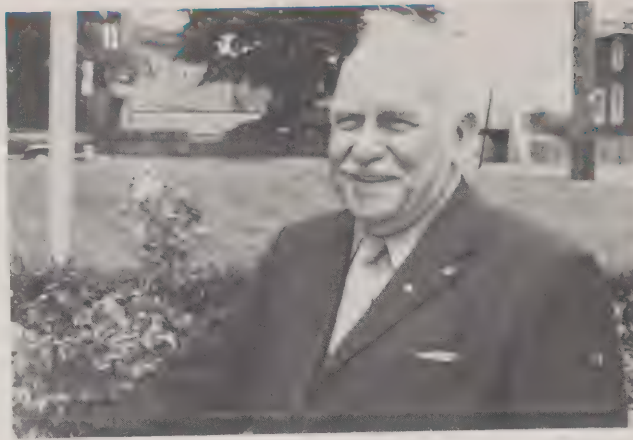
rural areas where there are no sidewalks. Even in city traffic, make allowance for the fact that drivers may be distracted by the glare of light on wet pavement, and make sure they see you before you enter the roadway.

M.T.C. pedestrian safety campaign:

The Safety Office of the Ministry of Transportation and Communications is putting on a special push this fall in the hope of reducing the toll of life and limb that dark and wet days bring with them. A television spot emphasizing the "Walk Don't Walk" lights at intersections is being provided to all TV stations in Ontario. Printed materials being offered to concerned community groups include a pedestrian safety pamphlet, a large poster, a fact sheet and place mats. "We can't measure the exact success of a safety campaign", points out Director of Safety Walter Reynolds, "but we think it's significant that during 1972, while the total number of pedestrians killed in traffic accidents went up more than 7% over the previous year, deaths in the school age group of 5 to 14 — children we know are receiving considerable traffic safety education — fell by 14.4%."

Guelph Newspaper Man Marks 25th Year With Safety Committee

Verne McIlwraith retired from the Guelph Mercury in 1970, after working freelance and then as a staffer as the first reporter-photographer Guelph ever had, for a total of forty years. But he's far from retired from his other important community work, notably as Chairman of the Guelph Traffic Safety Committee. One of the Committee's founding members twenty five years ago, Verne McIlwraith is now the only original member still serving on that volunteer citizen's committee, started in 1949 by Inspector Whetstone, Traffic Coordinator for the city.



Guelph Traffic Safety Committee Chairman Verne McIlwraith

Looking back over those years, he finds a certain satisfaction in being able to point to improvements in the traffic accident rate in just about every field. Since 1963 Guelph has received the Canadian Automobile Association pedestrian safety award every year, coming top in its category every year but one. The judging committee once declared "You have accomplished the impossible", for it has meant improving each year on the previous year's record. Guelph has had school patrols since 1929, evidence of its long-standing determination to cut back on pedestrian accidents.

Railway Crossing Accidents—A Dramatic Drop

Guelph is a busy railway centre, and in fact its citizens own the Guelph Junction Railway, built in 1888, which connects the city with the main C.P.R. line 16 miles away at Puslinch. In the early years of the Safety Committee Mr. McIlwraith recalls, "we had about 45 grade crossings in Guelph—now there are more—and a lot of night-time accidents involving cars crossing them. So we had the city put up amber street lights immediately over the crossings, and from then on the night-time accidents dropped right down—it really worked." Had other communities followed suit? Mr. McIlwraith thought not.

Elmer Halved Child Accidents in First Year

"We discovered you can't go past a certain point in tackling child accidents without a safety officer, so the Guelph Police Committee appointed one about 20 years ago," he recalls. "Now we have two, who go into all the elementary schools. They introduced the Elmer program in 1959 and the number of children in-

volved in accidents was cut in half that first year. Since then the improvement has remained constant." The two safety officers are Corporal Don Peacock and his assistant Constable Barry Robson, whose work with the children has the wholehearted support of Police Chief Robert McCarron and Inspector Norman Wood, head of the Traffic Division.

Big on Bikes

As in every other community lately, bikes are big in Guelph. They have 12,000 of them licensed at the present time, and the Safety Committee is directing a great deal of its efforts through TV and the other media toward the thousands of adults just newly back on two wheels, who need some basic guidelines to follow in coping with today's traffic conditions.

Verne McIlwraith feels strongly that in official award programs, more emphasis should be placed on injury—as opposed to death—rates, "since every traffic injury is a potential death". He cites a sad example of what he means. One year Guelph received an award from the Canada Safety Council for a fatality-free year. A few weeks after the year was out, a man who had been in hospital from a traffic accident suffered during the year in question, died from the injuries he had received during that "fatality free" year.

"We always look at the per capita rate in injury from traffic accidents, and comparing it with those of other communities, we've always found our rate stayed way down there. We've got one of the safest communities in Canada."



This 3-year-old model poses in a Ford Tot Guard placed in the centre of the back seat, the same child car seat and position in which young Derek O'Toole survived unharmed in a serious intersection collision.

883 traffic accidents 12 fatalities among Metro school children last year

Running across the road, careless bicycling and crossing the road from between parked cars head the list of the types of accidents 883 Metro Toronto children suffered during the past school year.

The Metropolitan Toronto Police have taken careful note of the kinds of "at fault" accidents children in Metro have been having as pedestrians and cyclists, and classified them under the six types of accidents the Elmer the Safety Elephant's rules are designed to prevent.

What they were doing	Accidents
Failed to look all ways	109
Crossed from between parked cars	210
Careless cycle riding	213
Played in roadway	48
Ran while crossing road	300
Improper walking where no sidewalks	3

585 of the accidents happened in mid-block, and the remaining 298 at intersections. There were 12 child pedestrian and cyclist fatalities in Metro during the school year.

Tot survives collision unharmed—Car a total writeoff

It was three o'clock in the afternoon in Peterborough, when Margot O'Toole and her three-year old son Derek were out driving. Suddenly in the middle of an intersection, a car came through a red light and hit her O'Toole's 1969 Plymouth on the driver's side, throwing Mrs. O'Toole into the opposite corner of the front seat. She suffered a broken tooth, some lacerations and a hairline fracture of the nose. Young Derek, who was seated in his Tot Guard child's car seat that has been developed and dynamically tested for effective protection in a collision—hadn't even a scratch. "The car was a complete write-off", says Margot O'Toole. "The collision happened I crashed into a lamp post and a mail box. The officer who investigated the accident noticed the good condition of the child's seat after the crash, in contrast to the rest of the car and its contents. Derek was in the centre of the back seat, belted into the Tot Guard, where the accident took place."

What happens at those truck inspection stations

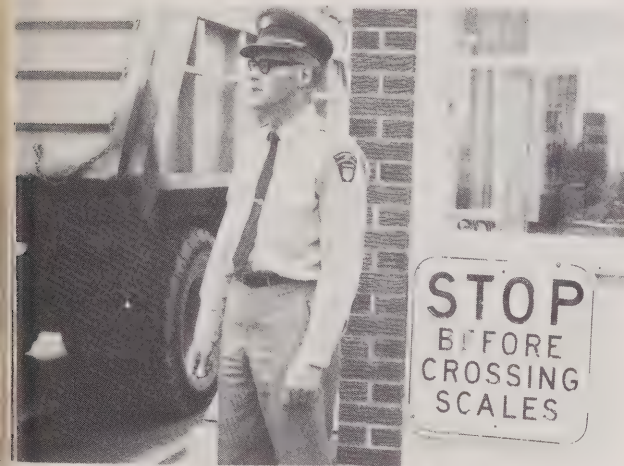
Few people besides transport drivers ever have occasion to know what goes on at those truck inspection stations the Ministry operates on major highways throughout the Province. "We have 45 inspection stations now operating with an additional 10 in various stages of construction", explains William Gregory, Acting Manager of the Highway Carrier Office, Ministry of Transportation and Communications. "We also have 12 portable scale units and 53 patrol vehicles to provide supplementary enforcement, ensuring implementation of Ontario's highway transportation policies."

What do the officers at these stations do? Drivers of trucks as they approach the stations are directed to report in and the

the U.S.A. to carry their own goods into or out of Ontario.

What laws do they enforce? The authority for these activities is found in four different Acts. The Public Vehicles Act applies to the carriage of fee paying passengers by bus between urban municipalities and to school buses operated under contract to a school board. There is the Public Commercial Vehicles Act which relates to the highway transportation of goods for compensation between urban zones; the Motor Vehicle Transport Act (Canada) which is directed to the inter-provincial or international movement of goods carried by highway for compensation and finally the Highway Traffic Act as it relates to commercial vehicles.

What's the purpose behind all



Stan Nolan, Supervisor of Inspection Station on 401, and his three-man staff check about 2,000 trucks in an average 7½ hour shift.

vehicles and loads are subject to a number of checks by trained enforcement officers — weighing vehicles; measurement of length, width, and height of vehicle; measurement of axle spacings; checking of registration permits and licences to ensure that the proper fees have been paid; a check to ensure that a "for hire" carrier has the authority for the goods carried and that they are being delivered to or from a destination or origin within the terms of his licence.

On a random basis vehicles are checked for the mechanical fitness of safety related items — brakes, lights, steering, couplings, mufflers, etc. — and also that prescribed equipment is in compliance. At some locations five day trip permits are issued and fees collected for vehicles from

this inspection? "It's a dual purpose — safety, and protection of the highway", explained John Baptie, District Inspector for Peel County. "Maximum weights are prescribed by axle weight legislation. Excessive weights may cause damage to bridges and road surface resulting in premature failure." As to safety, there are many aspects, from safe loading (which is covered under the Highway Traffic Act) to stopping ability. "Excessively loaded vehicles may not be capable of stopping within the distance prescribed by the Regulations and therefore are detained for off-loading", Inspector Baptie continued.

Hard to dodge

The hours of the inspection stations are quite varied, and

Safe Driving Week December 1-7

The Canada Safety Council is again conducting its annual Safe Driving Week campaign from 1st to 7th December. Business, industry, government agencies, unions, service clubs, women's groups and other community organizations are asked to participate in the nationwide campaign, through ordering and using the materials provided at nominal cost by the Council and by provincial safety organizations.

In Ontario, printed campaign material may be obtained by writing to the Ontario Safety League, 409 King St. West, Toronto. Items available at prices which include taxes and shipping costs, are: Safe Driving Week Poster, place mats, winter driving pamphlet, safety belt pamphlet, fact sheet on Safe Driving Week, drinking-and-driving pamphlet, and '10 steps' accident-prevention



pamphlet. A limited quantity of information kits is also available, as a guide to community agencies and organizations wishing to conduct full-scale local Safe Driving Week campaigns.

they seldom operate the same shift two days in a row. "Their hours are not publicized, so it would be difficult for commercial vehicles to by-pass us", according to Stan Nolan, Supervisor of the Inspection Station on 401 just west of highway 10. There are a few, however, who do try to by-pass the scale. If this happens, either the station operators themselves or the O.P.P. may intercept them and escort the vehicle back to the station. The inspection station officers are trained in this and other aspects of their complex duties by 6 to 9 months on-job training, culminating in school held at Queen's Park to ensure they are fully familiar with the Acts they must enforce. Training is on a continuing basis.

Not just weighmen

"These men are not just there to weigh vehicles", Mr. Gregory emphasized. "They are Ministry

officers, designated by the Minister to ensure the enforcement of the aforementioned Acts. Where there is a violation for which a charge is laid, the inspection station officer must appear in court, be sworn in and give evidence under oath, and is subject to cross-examination by the defence counsel of the accused."

And in the case where a violation of any provision of the Act is suspected, the officer completes a detailed report which is reviewed by the Investigations and Prosecutions Unit. An investigation may result in establishing evidence for court purposes, and the investigator will interview shippers, consignees, officers of the company concerned and so on. Certified copies of necessary documents relating to the movement of goods are provided for the court hearing, summons issued to the accused and witnesses may be subpoenaed.



A Ministry inspector examines transport driver's permits at Inspection Station.

Traffic Safety Round-up

Brockville

At a recent banquet held in the Brockville Armouries to celebrate that city's 20th anniversary of school patrols, Governor General and Mrs. Roland Michener were guests of honour. 475 patrollers and parents attended the event, at which special awards were presented to a number of the patrols. Top award was the Brockville police department trophy for the most outstanding patrol during the past school term, determined by the police safety officers who check on patrols throughout the city for lateness, absenteeism and conduct and mark the various schools. The winning school was Toniata, and the trophy was presented by the Governor General to patrol captain Jo-Ann Kingsley and sponsor teacher, John Waddington.



Governor General Roland Michener presents trophy for outstanding school patrols in the city of Brockville, to Jo-Ann Kingsley, Patrol Captain at Toniata School.



These members of the Youth Volunteer Bureau in Ottawa acted as judges for the bike rodeo held daily at the O.P.P. safety village during the Central Canada Exhibition at Ottawa, August 17-26.

Ontario communities welcome to request MTC Safety Caravan

The week-long International Plowing Match held at Alvinston, Ontario, is one of the more recent sites where the Ministry's Safety Caravan drew record crowds. The Caravan is set to appear all year round at fairs, carnivals, and other special events throughout Ontario. Interested community organizations are welcome to enquire about its availability for local functions, by writing to:

Safety Office,
Ministry of Transportation
and Communications,

Room 304, Central Building,
1201 Wilson Avenue,
Downsview, Ont. M3M 1J8.

Safety displays and animated exhibits, a competition for children and safety literature are a few of the attractions which are designed to acquaint large crowds of visitors of every age with the traffic safety problems in this province, and the ways in which they are being tackled through safety education programs, improved engineering design and law enforcement.

Ontario traffic safety

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Hon. Gordon Carton, Q.C., Minister.
A. T. C. McNab, Deputy Minister.

W. B. G. Reynolds, Director of Safety.
Editor, Judith Adams.

New National Safety Council President Named

Following the retirement of Howard Pyle as president of the National Safety Council in the United States, the next President has been unanimously chosen by a special committee of the Council. Mr. Vincent L. Tofany, New York State Commissioner of Motor Vehicles, is the nominee for President of the safety organization, of which he is a former Director. The decision will be finalized at the Council's next Annual Meeting, to be held October 29th in Chicago.

Coming Events

October 15-19 — Fleet Supervisors Course, Ontario Safety League, Toronto.

October 22-24 — Advance Driving Instructors Course, Ontario Safety League, Toronto.

October 29 — November 1 — National Safety Congress & Exposition, sponsored by National Safety Council, Chicago, Illinois U.S.A.

November 5-9 — Basic Driving Instructors Course, Ontario Safety League, Toronto.

November 12-13 — Two-day Advanced Fleet Seminar, Ontario Safety League, Toronto.

November 12-13 — 17th State Car Crash Conference, Hilton Inn West, Oklahoma City, Oklahoma U.S.A.

November 27-28 — Automotive Transport Association Ontario (ATA) 47th Annual Convention, Royal York Hotel, Toronto.





ontario traffic safety

Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario

Collisions on wet pavement target of new Ministry campaign

One quarter of all collisions Ontario happen on wet pavement, and the Ministry of Transportation and Communications has launched a campaign to persuade the motoring public to slow down in slippery road conditions. It takes just about twice as long to stop on wet roads as it does on dry roads, and judging from soaring accident rates in wet weather, most drivers don't seem to know that.

Alarming Increase

Accidents on wet road surfaces have shown an alarming increase in Ontario recently, rising from 2.1% of all accidents in 1971 to 2.8% in 1972. The number of fatal collisions in wet conditions also rose sharply from 19.5% to 2.2% between these two years. In order to persuade the driving public to change its driving habits and slow down whenever pavement becomes wet and slippery, the Ministry plans to aim its message at all drivers, emphasizing high-volume controlled-access freeways and four-lane highways.

Those First Raindrops a Danger Signal

The first few minutes of a rain



New sign below speed limit cautions motorists to slow down in wet weather.

storm, especially after a prolonged dry spell, produce particularly dangerous driving conditions. Water mixed with oil and rubber which has had time to build up on the road creates a very slippery surface. It takes a good downpour to clean this slick away.

First steps in the Ministry's campaign include a sign affixed below the usual maximum speed limit sign on the Toronto bypass, the Ottawa-Queensway and other sites warning: "Reduce Speed on Wet Pavement". At the same time, radio messages have been sent out to stations throughout Ontario reminding motorists of their increased chances of having an accident during wet and slippery conditions, and urging them to reduce speed and leave themselves more room to stop. Further plans in the campaign will involve the addition to the present illustrated signs indicating skid conditions, the words "50 max. on wet pavement", and a number of 7' x 38' signs on overpasses on the 401 Toronto bypass, repeating the warning to reduce speed and showing a suggested maximum speed limit. ●

Drinking, Driving and Road Deaths

With approximately 50% of Ontario's driver fatalities involving some quantity of alcohol, concerned agencies are agreed it is time for a radical change in attitude towards this huge social problem.

What do we really know about alcohol? There are probably as many myths circulating about it as there are facts.

Alcohol is formed when certain chemical changes take place in fruits, grain or vegetables, in a natural process called fermentation. Alcohol is the intoxicating substance in all alcoholic beverages. In Canada, beer contains five percent alcohol; wine, 14-20 percent and whiskey, 40 percent.

Effects vary

Alcohol affects everyone, and

while these effects vary depending on a person's weight, state of health, age and personality, there are overall average effects which no drinker escapes. Most important of these in relation to driving is the slowing of judgment and coordination after just a few ounces. It is an offence under the Criminal Code of Canada to drive or have care or control of a motor vehicle while one's blood alcohol level is over .08 percent—a level which can be reached by some people with just one "double".

A depressant

Contrary to popular belief, alcohol is not a stimulant, but a depressant that puts the brain to sleep gradually. "After a few drinks", says an Ontario Addiction Research Foundation

spokesman, "people are much less critical of their own abilities and performance . . . many drivers think they can drive better after a couple of drinks." The truth is just the opposite. Alcohol attacks judgment and reasoning power, affects muscular coordination, slows down reaction time, blurs vision . . . all good reasons for not driving when you've had even a few.

From the feet up

Surprisingly, people get drunk from the feet up, states Dr. A. Eugene Le Blanc of the Addiction Research Foundation. So it does no good to test yourself before leaving a drinking party to drive home, by hand movements such as touching your nose, or judging yourself by your lucid

conversation. Your feet, which are a vital part of you in the driving process, may already be "impaired."

Time the only antidote

"The only sure-fire way to get rid of alcohol is time," says Dr. LeBlanc. Eating, coffee, cold showers, long walks are good because they use up time. Drinking after consuming food is only fractionally less impairing than drinking on an empty stomach. Best of all, develop a sense of proportion about drinking in the first place, and form habits of leisurely drinking as opposed to "gulping it down", suggests Dr. LeBlanc. "It's possible to drink an appropriate amount as a social lubricant and not become a menace to your hostess or yourself." ●

Begin winter road reports Nov. 5

The Road Information Centre at Toronto and the 18 district offices in the Ministry of Transportation and Communications begin their Winter Road Reporting Service to the public on Monday, November 5th this year. The province-wide service offers up-to-date information on the condition of all provincial highways and secondary highways on a 24-hour, seven-days-a-week basis during the winter months. For information on winter road conditions, telephone:

Toronto	248-3561	Bancroft	332-3220
Chatham	354-1400	Huntsville	789-2391
London	451-5160	North Bay	472-7900
Stratford	271-3550	New Liskeard	647-6761
Hamilton	527-9131	Cochrane	272-4333
Owen Sound	376-7350	Sudbury	522-9380
Port Hope	885-6381	Sault Ste. Marie	256-5682
Kingston	544-2220	Thunder Bay	577-6451
Ottawa	745-6841	Kenora	468-6494

These were the conditions experienced during the winter of 1972-73 on roads maintained by the Ministry:

ONTARIO

	S. West South East %*	West Central %*	North N. West %*	Average %*
BARE WET	32.1	35.4	27.5	31.8
BARE DRY	56.7	37.8	37.5	44.1
SNOWY OR SLUSHY	9.5	24.4	30.9	21.6
ICY	1.7	2.4	3.4	2.5

*Percentages are based on the number of days times the number of miles for which each condition prevailed.

Owen Sound school bus patrollers learn emergency procedure, first aid

In a special all-day seminar held at the Owen Sound Armoury on October 10th, 250 school bus patrollers from 35 schools in North Grey County learned how to cope with a sudden fire under the hood, what to do in the case of an accident, first aid procedure and other emergency action. This was only half the number of patrollers who are on duty on the 250 buses used throughout the county school system. The other half, from South Grey, will attend a similar seminar on October 24th.

The idea of the seminar was originated by the Operation Safety Council for Grey County Board of Education, an organization composed of schools, police, Board officials. "So many pupils are bussed now, that training of bus patrollers has become vitally important," stressed Council Chairman Fred Steinacher who is Principal of Strathcona P.S. "It's not so much a matter of discipline we're concerned with; safety and emergency training are our main thrusts at these seminars."

Secondary Schools Represented

One patroller from every bus in the county was represented at the first seminar, and there were also observers from three secondary schools in the area, and representatives from separate schools in the county, much to



Chief R. W. Radbourne of the Inter-Township Fire Dept. demonstrates how to put out a fire under the hood.

the satisfaction of the seminar organizers who tried to cover all schools in the area.

A Volunteer Community Effort

"The success of the seminar can be freely attributed to the number of highly trained people in the community who gave their time to it," explained P.C. Harold Tighe, Safety Information Co-ordinator with the O.P.P. at Mount Forest. Members of the O.P.P., Owen Sound's police force, three St. John Ambulance instructors, one of whom is a plant nurse whose time was donated by her employer, a local industry, an ambulance attendant from the General & Marine Hospital and Grey County Board of

Watch out for those snowplows



On freeways, snow plows may travel in tandem with as many as 10 plows following each other, spaced about 50 feet apart. Do not try to pass between them. There isn't enough room to do so safely, and the ridge of wet snow can throw your vehicle out of control.

In spite of all precautionary measures designed to prevent snow plow collisions, these Ministry vehicles are vulnerable to a great many accidents with cars every winter season.

Visibility the Problem

"Visibility is the real problem", explains Murray Sinclair, Maintenance Operation Engineer in the Ministry, "even though plows are all equipped with flashing blue lights, indicator lights, a reflective checkerboard mounted

on the back and reflective strips on the bumper. We simply have to rely on motorists to exercise caution, especially during a snow storm or windy, drifting snow conditions, which is when our men are out there trying to clear the roads for them." An examination of past accident experience reveals that nearly half all collisions between cars and snow plows involve a vehicle attempting to overtake the snow plow from behind.

duties as patrollers. Others were learning elementary first aid from St. John Ambulance instructors Mrs. Jean Jordan, Mrs. Elgin Vanwyck and Mr. S. Richard.

Emergencies

Location of fire extinguishers and first aid kits and how to use them; pop-out windows and how they work, where the gas tanks are situated, are just a few of the important details school bus patrollers are expected to know. Grey County, in addition to putting out small fires, and it's the details that may make a crucial difference in a school bus emergency, the Operations Safety Council feels strongly. The Council, which was formed just this spring, aims to coordinate all safety efforts in Grey County. It explained its Chairman Fred Steinacher.

Education Trustees. School bus owners and drivers helped teach the patrollers, who were divided into small rotating groups for the seminar.

Fire Fighting in Action

A local safety supply company and members of the Owen Sound Fire Department performed what was perhaps the most dramatic of the training exercises, teaching the patrollers how to extinguish fires swiftly, by actually lighting gasoline fires in a special water-filled pool, and letting the youngsters put them out under careful supervision.

In other areas, police constables were discussing with other groups of children their general

Schools may call upon police safety officers and upon the Ministry of Transportation and Communications Public Safety Consultant in their area, to help up and train school bus patrollers. Folders entitled "Duties as a Member of School Bus Safety Patrol" can be obtained by writing to Ministry's Safety Office, Room 304, Central Building, 1201 Queen Avenue, Downsview, Ont. M3M 1J8

Help at hand in highway emergencies

District 6 in the Ministry of Transportation and Communications contains some of the densest traffic in the province, and some of the widest, high-speed stretches of highway. To help motorists cope with the inevitable emergencies that can strand them out on 401, 400, 27 and Queen Elizabeth Highways, the district has a full-time emergency patrol that's out on the road seven days a week, 24 hours a day. "We have ten vehicles," explained Joe Kernaghan, the District's Maintenance Engineer, "and 22 men staffing the patrols in three eight hour shifts." Among them these versatile traffic patrolmen keep a vigilant eye on the 401 between Dixie Road to the west and Port Union Road to the east, 400 north from Toronto to Highway 427 south to Queen Elizabeth Way, helping out whenever they see a motorist in distress.

Never a dull moment

The men who cruise about in the specially manufactured emergency vehicles are kept busy. Assistant supervisor of the emergency patrol Harold Johnston has been a patrolman since the beginning, ten years ago, and has seen just about every emergency situation there is to see by now. "During a shift each patrolman might average about 10 emergencies in good weather, but this will double or even triple on a wet day. What kind of things are they called upon to help with? Anything from running out of gas (12 to 15 people in the district do this every day), changing a tire (the next most common minor emergency), to helping a motorist who has pulled out onto the road and is having a heart attack or stroke. The men all have St. John Ambulance first aid training, and carry a small oxygen kit along with the other very complete first aid equipment.

Patrolmen have to know how to control traffic in an emergency too; the very morning of the interview with Mr. Johnston which led to this story, he had been called to a fatal accident involving a sports car and a large transport, and been obliged to divert all 401 traffic between Eglinton and Dufferin off the express lanes into the collector roads. Every new patrolman must go through training at the O.P.P. police college in direction and control of traffic before going out on the road.

Sometimes you wish you were somewhere else. Patrolman Johnston likes his job most of the time. Otherwise

he wouldn't have been at it for ten years. "But sometimes you wish you were somewhere else," he muses. Those are the times when you have to step quickly out of the way of traffic rushing by, while you're trying to help push a car stranded in the driving lane onto the shoulder. Skilled as these men are, and cautious as they may be, they run considerable personal risk in the course of their duties.

"Two of our men have been injured in the past twelve months," says Johnston. "In one case a motorist went out of control, killed the stranded motorist our man was assisting and broke the patrolman's leg. He was off work for a year, had to have steel pins in his leg." Another patrolman was closing a section of the west-bound core of 401 after a bad accident. A car swerved around and hit him, and he was off work six weeks with a broken rib, bruises and cuts.

Equipped to cope

The trucks themselves, yellow 1½ ton vehicles specially designed for the job they have to do and bearing the Ministry insignia on the doors, are equipped with orange flashing light on top and red blinking lights on the rear. They carry a formidable array of necessities for every

imaginable emergency situation: spare batteries and gas, tools, fire extinguisher, flares, stretcher, oxygen inhalator, special jacks, cutting torches, medical and first aid supplies. Their 2-way radios keep them in touch with their central dispatching office, and with each other.

Mechanical trouble ranks high

A breakdown of emergency cases by type that the patrol handled in the month of August shows a very high rate of mechanical problems compared with actual accidents:

Call for tow truck	291
Stopped cars check (where drivers have left stranded cars and gone for help)....	664
Supply gas	384
Change tires	455
Miscellaneous mechanical trouble	1,837
Accidents — property damage	158
Accidents — personal injury	76
	<hr/> 3,855

Radio communication with O.P.P.

"The Downsview O.P.P. detachment has one of our 2-way

radios," points out Hugh MacDougall, Maintenance Supervisor of Services who works out of the Ministry's district 6 depot at Kipling and Belfield, and controls the operation of the entire emergency patrol. "Our patrolmen work closely with them, and when they're on the scene of an accident first, they can quickly contact the police, or vice versa." There's no doubt that the men of the Patrol and of the O.P.P. work well together, and are glad of each other's help. Both have a difficult, dangerous job, and the expertise of both is needed to handle the frequent emergencies on the busy highways of District 6.

Coming Events

November 12-13 — Two-day Advanced Fleet Seminar, Ontario Safety League, Toronto.

November 12-13—17th Stapp Car Crash Conference, Hilton Inn West, Oklahoma City, Okla., U.S.A.

November 27-28 — Automotive Transport Association of Ontario (ATA) 47th Annual Convention. Royal York Hotel, Toronto.



M.T.C. District 6 Traffic Patrolman John Thompson helps a stranded driver on 401 highway.

Simcoe County school bus drivers offered Transportation Safety Association course

Under existing Board policy, the Simcoe County Board of Education has delegated responsibility for the promotion and implementation of its safety and driver improvement programs to its Co-ordinator of Transportation, Gordon T. Mylchreest, Route Supervisor for the Board, Douglas McBride with the co-operation of Derek Smith of the Transportation Safety Association of Ontario has recently undertaken the task of implementing a driver improvement course for the benefit of Board employees and all school bus drivers under the jurisdiction of the Simcoe County Board of Education.

About 300 school bus drivers are being given a chance at a Transportation Safety Association driver improvement course designed specifically for their own needs. "We decided that since we transport roughly 20,000 students every day in Simcoe County, there was a real need to pay some attention to our bus drivers; how they felt about the job; what we could do to improve driving conditions for them", explained Doug McBride, "so we got together with the drivers last spring and talked over a lot of problems, and we found they wanted to know more about traffic safety."

Upon contacting the Transportation Safety Association in Toronto, Mr. McBride found they were devising a specific school bus drivers' improvement course. The T.S.A. sent them the syllabus and an offer to instruct the drivers in defensive driving, and the project began to take shape. Since September 26th, every evening for four hours, Monday through Thursday, four men from the Transportation Safety Association have been putting Simcoe County school bus drivers through their paces, using various school auditoriums as lecture halls. Each driver receives a total of 8 hours instruction and at the end, a certificate from the TSA stating that he has completed a commercial driver improvement course.

"I've talked to a lot of the drivers right after they've finished the course, and they're very enthusiastic," says Mr. McBride. "They often make the comment that they've learned a lot of defensive driving techniques they didn't know before, and many of them are surprised and glad to know of the minor — and sometimes major — changes in the Highway Traffic Act of

which they had only been dimly aware."

Drivers take the course on a purely voluntary basis, but to date 85% of them are enrolled. Courses finish in November. The Board hopes to keep offering the improvement courses every two years.

Harry Melnyk, Derek Smith, Bruce Henderson and Dave McKinnon are the four instructors from the Transportation Safety Association who are devoting four evenings a week to conducting the Simcoe County school bus drivers' course. "Altogether they put in about 176 instructional hours on this project," Mr. McBride calculates, "and we're grateful to them."

The course has been such a popular success, in fact, that the T.S.A. are having trouble keeping up with the demand for personnel to help run similar courses throughout Ontario. "We have courses booked now by other communities until January", says the T.S.A.'s Manager of Field Service, Harry Melnyk. "But if any community is interested in finding out more about the course for a future booking, we're happy to hear from them." Interested school boards should either contact their local T.S.A. representative, or write to:

Transportation Safety Association of Ontario
74 Victoria Street
Toronto.

Mr. Melnyk points out that the bus drivers' course was designed with a great deal of help from Mr. R. Walker of Simcoe Coach Lines who provided the expertise they needed from the school bus drivers' standpoint, and the North York Board of Education who contributed a good deal of information relating to student behaviour and the driver's responsibilities in this area. ●



Dry chemical fire extinguishers must be shaken at least weekly to remain useable in emergency, as they pack down with jolting of buses. Drivers are taught during the Simcoe County school bus operators improvement course. Examining an extinguisher are, left to right: G Mylchreest, Coordinator of Transportation, Simcoe County Board of Education; Derek Smith, Transportation Safety Association of Ontario; Barb Sinton, driver for Sinton Bus Lines, Barrie, and Doug McBride, Transportation Route Supervisor for the Simcoe County school board.

Safety Office flooded with orders for school material

As a result of a mailing made to elementary schools throughout Ontario telling teachers about the 1973 child traffic safety programs available from the Safety Office, requests for teachers' guides and posters, colouring sheets and quizzes are pouring into the Ministry at a rate that will keep a lot of staff busy for some weeks to come. The new Elmer the Safety Elephant material now available in both French and English, school bus safety material for both junior and older elementary school pupils, and the Ministry's nursery school and kindergarten safety program were mailed out in specially printed envelopes directed to Ontario School Teachers. "We're glad to have such an overwhelming response to our mailing", said a Safety Office spokesman, "and hope teachers waiting for their materials will bear with us if there is a slight delay before they receive them".

New folder on school safety patrols

A new illustrated folder which describes the operation of school safety patrols is now available from the Safety Office of the Ministry of Transportation and Communications. Designed to explain the function of student patrols to parents, teachers and interested community groups, the folder outlines the need for this safety measure, the training, supervision and equipping of patrols, and the way in which the patrol operates. It emphasizes the fact—not always understood

—that unlike policemen, school safety patrol members never stop traffic and never leave the sidewalk or shoulder of the road. Instead, their job is to make sure children cross the road only where there is a safe gap in traffic, and remind them of the safety rules they learn in class. Supplies "SAVE LIVES WITH SCHOOL PATROLS" may be obtained writing to:

Safety Office,
Ministry of Transportation and Communications,
Room 304, Central Building,
1201 Wilson Avenue,
Downsview, Ontario
M3M 1J8

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Provincial impaired-driving penalty upheld

The Supreme Court of Canada has upheld the authority of the provinces to order full-time suspension of driving licences for motorists convicted of driving while impaired.

Until now, provincial and federal laws have been in conflict on this point. The Ontario Highway Traffic Act calls for total suspension of driving privileges of motorists convicted of driving while impaired, driving with a blood alcohol level over .08% and other motor vehicle related Criminal Code offences. The federal Criminal Code was amended in July, 1972 allowing judges, at their discretion, to order that drivers convicted of these offences may be permitted to drive during work hours.

The ruling of the Supreme Court in early November in effect leaves control of driver

licensing with the provinces. The Supreme Court ruled that a provincial licence suspension against an Ontario driver shall apply for 24 hours a day during the licence suspension period, and that provincial law calling for a licence to be automatically suspended on an impaired driving conviction shall apply regardless of whether a judge makes an order prohibiting driving or makes an order granting limited driving privileges.

The issue came before the high court after a Windsor building inspector was convicted of impaired driving, and had his licence suspended for six months. When he appealed the sentence, saying that he required a driving licence for his work, the judge allowed him to drive during working hours, Monday to Friday, as allowed by the federal law at that time.

Licence renewal starts December 1

Starting December 1st, owners of passenger cars, station wagons and trailers will keep their licence plates and add a renewal sticker on it, after paying the annual registration fee.

Renewal registration for passenger motor vehicles and trailers will begin on Saturday the 1st of the 284 licence issuing offices throughout Ontario. At the Ministry of Transportation and Communications licence issuing offices, renewal registration begins Monday, December 3rd.

Fees are the same as for 1973: \$32 for a 4-cylinder vehicle; \$32 for 6-cylinders; \$40 for an 8-cylinder car and \$5 for trailers. A new permit will be issued for renewal; the present permit will be used for five years.

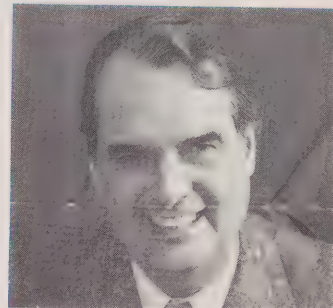
A motorist no longer has to appear in an application as he did previously. Instead, he presents his permit along with the fee at

the issuing office, completes an insurance declaration provided, and receives his permit back with a renewal sticker on it. He also receives a renewal sticker which must be attached to the plate on the rear of his vehicle.

Deadline for having 1974 passenger car and station wagon licences is February 28th, which falls on a Thursday. There is a total of 2,726,877 passenger cars and station wagons that will be required to have their registrations renewed by this deadline so owners can save themselves a long last-minute lineup by renewing early.

Trucks and buses are not on the five-year renewal registration system, nor are motorcycles. Motorcycle licence plates will be issued starting December 1st, and commercial vehicle plates and permits will go on sale at local issuing offices beginning Friday, February 1st.

Christmas Message



At Christmas time, more than any other time of the year, our thoughts are on peace and goodwill. And a simple extension of these thoughts to our driving could bring about a vast change in an area where goodwill tends to be forgotten. For the victims of traffic accidents and their families, there is no spirit of Christmas happiness, only sadness and loss.

May I urge you, and every citizen of our province whether as a driver or a pedestrian, to exercise care in traffic, both at this festive season and throughout the year. In doing so, you will be playing an important part in reducing the pain and suffering in our society that results from our mounting traffic collisions. And this is a very real Christmas present indeed, to your family, your friends and your community.

On behalf of the Ministry of Transportation and Communications, Ontario, I extend to you my sincere good wishes for a safe and happy Christmas holiday season.

Gordon Carton

Gordon Carton, Q.C.,
Ontario Minister of
Transportation and Communications.

That fuel shortage cloud may have a silver lining

Energy crisis? Dwindling fuel reserves? Higher prices for gas? Cheer up. It could save lives. Those lower speeds we're being advised to drive in order to save on fuel may have the happy side-effect of preventing many a road collision, injury or death.

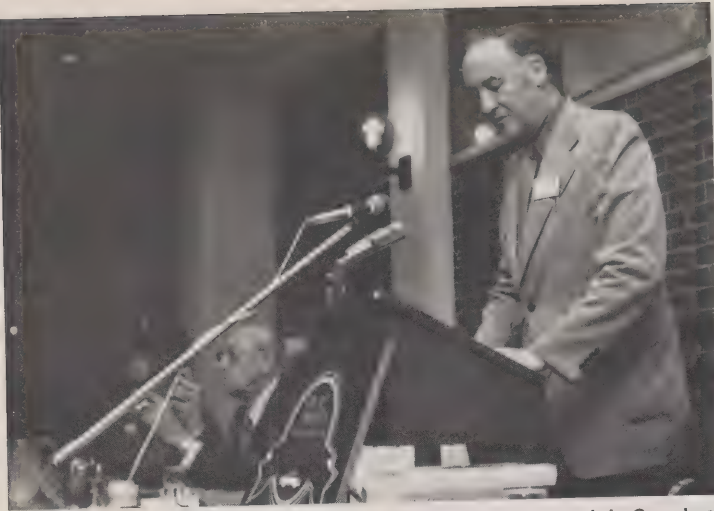
The Ontario Government presents these suggestions for fuel conservation:

1. A well-maintained car is an economical car to run. Check tuning, carburation, lubrication, clean plugs. Are you using the right grade of fuel?
2. Check tire pressures and front wheel alignment, to ease the load on the motor.
3. 50 mph is an economical highway speed. As miles per hour

go up, miles per gallon go down.

4. Jack rabbit starts waste gas.
5. So does prolonged idling: when you stop, turn the engine off. Using an overnight engine heater is a more economical way of warming up a car than idling it for a long time in the morning.
6. Still got that outboard motor in the trunk? Unnecessary extra weight means extra fuel consumption.
7. A basic question, whenever you reach for the car key—must you drive? Could you take a bus or walk? Or ride with someone else?
8. And do you really need such a large, powerful car?

25th Anniversary driver education



Gordon House, first high school driver education teacher to teach in Canada at Kitchener-Waterloo Collegiate and Vocational School.

In 1947 there were no high school driver education courses offered in this province. Today 546 Ontario secondary schools participate in the approved driver instruction courses that have been jointly promoted by the Ministries of Education, and Transportation and Communications, for well over a decade. But in the early days, the seeds of what is now an accepted course in schools across Canada were planted and nurtured by a very few hard-working, persistent and dedicated people in the community of Kitchener.

The conviction of several men that the course was needed, the willingness of the Kitchener school board to supply the money required to train these young drivers, and the dedication of a few teachers who volunteered as

classroom instructors led to the establishment of the first driver instruction course in Canada in October, 1948 at Kitchener-Waterloo Collegiate and Vocational School.

One of the most ardent supporters of the idea was Arthur Sandrock, formerly head of the Ontario Motor League and past president of the Waterloo County Automobile Club. In the spring of 1947, he took Walter Ziegler, then principal of the Collegiate and Gordon House, head of the auto mechanics department to an AAA convention in Detroit to learn about how driver education courses, now widespread in U.S. high schools, were run. Returning to Kitchener enthusiastic and ready to introduce a similar course in their own school, they then visited the University of

Toronto where W. Arch Bryce, Director of Public Safety had developed a special course for high school teachers and instructors that same year. Gordon House was enrolled and was one of the ten who graduated from the first course. He began teaching a driver education course the following year at K.W.C.V.S. with the assistance of Joseph St. Amand and Lawrence Robbins who were members of the teaching staff.

Eight students graduated from the first course and obtained their licences. They were the first drivers in Canada to be trained in a high school driver education course. 25 years later, there are some 30,000 students trained each year in this province alone, in a standard course that is administered by over 1,000 specially trained driver education teachers.

Banquet honouring pioneers

On November 2nd a celebration banquet was held by the newly formed Waterloo Regional Safety Council, in recognition of the early few who were responsible for this astonishing development. The Honourable Gordon Carton, keynote speaker for the occasion, presented Mr. Arthur Sandrock with a specially prepared scroll "in appreciation of his unstinting efforts" toward developing driver education in Ontario. "It was the willingness of this community to try it that has resulted in this remarkably successful training program", said Mr. Carton.

The Minister pointed out that now, more than ever, with the vehicle population explosion and the increasing number of miles being driven by Ontario motorists, effective solutions to the increasing road accident problem



The Honourable Gordon Carton, Minister of Communications, was keynote speaker at the banquet. Here he presents Arthur W. Sandrock with a scroll commemorating the first course started in 1948, and the achievements in the field of driver education by the Chairman of the Waterloo Regional Safety Council.

lie in participation at the individual level.

"I think this is one of the best programs that has ever been introduced," Mr. Carton remarked, "and we are deeply indebted to Mr. Sandrock."

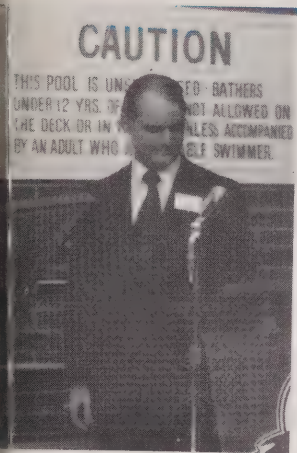
Replying, Mr. Sandrock outlined his early experiences with getting the first courses started in Kitchener. "Labour representatives said 85% of these kids would never own an automobile," he smiled. "Even then I said it didn't mean they wouldn't be driving." There was plenty of assistance at first, he recalled. Many school principals rejected the idea as an unnecessary expense. "But the insurance industry, on our point, and a couple of companies began offering reductions." (Nowadays, every insurance company offers premium reductions of from 10% to 20% to high school driver education graduates.)

Gordon House, who is now Coordinator of Technical Education for the Waterloo Regional Board of Education, presented plaques to all the automobile dealers who have loaned instruction cars to the County Board schools for their courses, thanked the instructors who participated in the program the years for the "contributions and leadership" they have shown in the field of driver



It was a wet and windy afternoon at Fairview Mall in Kitchener when Waterloo Regional Safety Council Chairman Mrs. Edith McIntosh and Reverend Grant MacDonald, Chairman of the Board of Education, tried to give away silver dollars to motorists they stopped who were wearing seat belts.

of high school n in Canada



Minister of Transportation and Communications celebration banquet. Mrs. McIntosh was responsible for getting the banquet appreciation of his pioneer Alderman Mrs. Edith McIntosh, Council, applauds.

education. Six of the eight first graduates from that historic class of '48 were honoured guests at the banquet, as were the current student drivers from every secondary school in the County. The 150-guest banquet also included officials of the Ministry of Transportation and Communications and the Ministry of Education, local Mayors and municipal officials, insurance companies, contributing industries, Ontario Motor League directors, Waterloo Regional Safety Council members, and school principals and Board members of the Waterloo County Board of Education who were responsible for the banquet arrangements under the direction of E. N. Boich, Area Superintendent of Schools for the Waterloo County Board of Education.

The Reverend Grant Macdonald, Chairman of the Board of Education and a former K.W.C.V.S. student brought greetings from the Board, and Alderman Edith McIntosh opened the proceedings with her address on behalf of the Waterloo Regional Safety Council of which she is Chairman.

Silver dollars and seat belts

Earlier that day, Chairman McIntosh and Chairman Macdonald, Mr. Sandrock and Safety Council Vice Chairman Mrs.

Bernice Barlow had braved the cold rain to stop a hundred motorists at Fairview Mall and check on whether they were wearing seat belts. They gave away a silver dollar to drivers who had their seat belts fastened, but out of 100 motorists stopped, only 18 were wearing belts, it was later announced at the banquet.

Displays, safety caravan

For two days leading up to the recognition banquet, there were safety and driver education displays set up inside Fairview Mall, and the Ministry of Transportation and Communications safety caravan was situated in the parking lot for shoppers to visit. A parade of 10 driver instruction dealer cars used in the schools, driven by the in-car instructors, led the way to the Mall down King Street, Montgomery Road and Kingsway, with an escort of 2 police motorcycles and a police car, and a fire department car following with lights flashing.

Full-time salaried instructors

Unlike most driver education programs in Ontario, the Waterloo County Board has 11 of its in-car instructors on full-time staff, with only 2 of the 12 participating high schools contracting with local driving schools on an hourly fee basis, and the full-time instructors manage to keep very busy. Jack Rae, one of the instructors on staff at Cameron Heights, finds he fills the hours from 8 to 5 with only about half an hour out for lunch, taking the students out for their in-car instruction which consists of a minimum of 6 hours behind the wheel and 12 hours observation. "We manage it whenever they can be fitted in, before and after school, and during their spare periods," he explained.

Mr. A. I. Hunsberger, Super-



Graduates of the first driver education class of '48 at Kitchener-Waterloo Collegiate and Vocational Institute were honoured at the 25th anniversary banquet held on November 2nd. Left to right: Albert Smith, W. Voisin, Bill Stankiewicz (who was later a driver instructor who handled much of the driving course administration at the school), F. W. Pfisterer, Mrs. B. Springall and R. Dahmer.

intendent with the Board of Education, was on the staff of K.W.C.V.S. when driver education was first introduced, and remembers some of the early days. He is enthusiastic about the whole program, and especially so about the idea of full-time in-car instructors. "I'm sold on the idea, for any size of community," he says. "This way you can spend as many hours with each pupil as they actually need and this varies with the individual."

All graduates accommodated

Mr. E. N. Boich, Area Superintendent of Schools for the Waterloo County Board says their system graduates over 2,000 students each year. It's an extra-curricular program, except at Laurel Vocational School and occupational classes in composite schools, where it is part of their

regular course. "We make sure all the graduating students are accommodated," he explained, "and then we work backwards from there." He hopes they will have places for about 2,100 students this school year. "Back in 1969 we had about 1,400 students", he recalls, "so we've come a long way from then."

Driver education in a school setting has come a long way too, from the days when eight students in one Kitchener high school graduated from the first course. "As a program, it's an unqualified success," said Mr. Carton, Minister of Transportation and Communications during the celebration. "Driver education as taught in our schools will help to reduce accidents and fatalities," says Arthur Sandrock, whose dreams have a way of coming true.

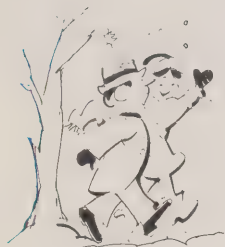


George B. Kenney, Vice President and Managing Director of the Waterloo Mutual Insurance Company, Past Chairman of the Canadian Highway Safety Council and current Director of the Canada Safety Council introduced the Hon. Gordon Carton at the banquet.

HOW are YOU going to get home safely from holiday parties?

Statistics show that approximately 50% of all Ontario driver fatalities involve some quantity of alcohol!

PLAN AHEAD so YOU won't have to drive home!



WALK, if it's not too far



Use a CAB



Have someone in your group agree to stay SOBER and do the driving



Plan to stay OVERNIGHT



Arrange to have your TEENAGER come and drive you home

OR TAKE PUBLIC TRANSPORTATION

Student accidents spark junior high school pedestrian, bike safety program

A rash of serious traffic accidents involving pupils at Windfields Junior High School in North York has resulted in an all-out effort to teach pedestrian and bike safety to the students. On Wednesday October 31st, at the request of the principal, two police safety officers from the Metro Toronto Police Safety Bureau conducted an all-day forum, consisting of films, slides, poster and photographic displays and talks, for all 750 students in the school in groups of 150 at a time.

Complaints and student injuries

Local residents, motorists and a housing contractor working at the corner of Leslie and York Mills, nearby, complained to the school principal and to No. 3 District and No. 33 Division of Metro Police, about the unsafe behaviour of many of the students. At the same time, there have been two traffic accidents involving students breaking the law, both of whom were injured, and another involving a group of students refusing to move out of the way of motorists on the road.

Letter to parents

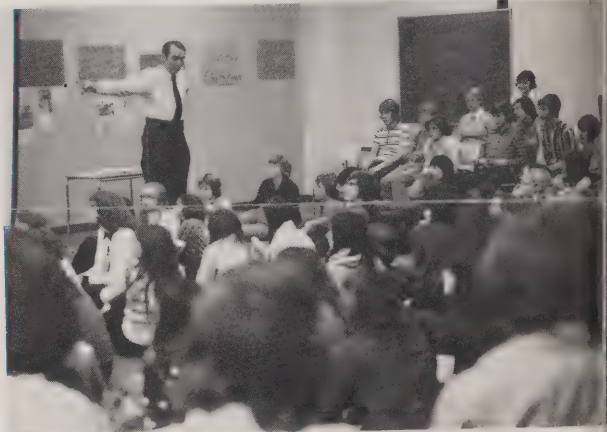
D. G. Gray, principal of Windfields, wants to involve parents in his efforts to change the pupils' idea of pedestrian and

bike safety. They have all received letters from him explaining the problem. Parents were invited to attend the all-day forum, and if there is no improvement there may be night time meetings held to which parents can come more easily.

The 45 minute presentation each group consisted of a talk by Police Constable Steve Sage, who emphasized the importance of obeying pedestrian and bicycle laws and the legal consequences of disobeying them. After seeing the film "Ride On" about bicycle safety, the students then hear P.C. Frank Daniels summarize and discuss such further subjects as the difficulty people who have been charged under the Highway Traffic Act as juveniles have of obtaining car insurance later.

Three Chances

In Metro at the moment, children under 16 who commit a traffic offence either as pedestrians or cyclists have a warning letter sent to their parents the first time. If they commit another offence their parents receive a visit and warning from the police, and if there is a third offence a charge is laid and the child is taken to juvenile court. Those over 16 are charged and appear in the regular traffic court and if convicted are usually fined the minimum fine of \$23.00.



P.C. Frank Daniels, Metro Police safety officer, discusses pedestrian and cycling laws with pupils of Windfields Junior High School, North York.

ontario traffic safety

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Hon. Gordon Carton, Q.C., Minister.
A. T. C. McNab, Deputy Minister.

W. B. G. Reynolds, Director of Safety.
Editor, Judith Adams.



ontario traffic safety

Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario

Line Ontario communities selected for best anti-drinking-driving campaign

A pilot campaign developed jointly by the Ministry of Transportation and Communications and the Addiction Research Foundation has been carried out in nine target areas throughout the province, to see whether the holiday toll of traffic accidents, injuries and arrests for impairment can be reduced through a concentrated education program. Aimed squarely at preventing drivers from getting behind the wheel after drinking, the pilot campaign which made extensive use of newspaper advertisements, radio announcements, posters, cards and community programs was conducted in: Barrie, Kingston, London, Niagara Falls, North Bay, Orillia, Owen Sound, Sarnia, and St. Catharines. The campaign was carried out using evaluation techniques that tested public reaction to the messages, and which will ultimately be compared with those in previous years and in other areas of the province.

It's a bit too early to tell whether accidents were reduced by the campaign effort," said Mr. Peter Reynolds, campaign coordinator for the Ministry. "But we are tremendously impressed by the way in which local back-up committees took hold and gave the campaign the individual community publicity it needed." Public Safety Consultants of the Ministry's staff visited all nine communities, helped set up local committees and sat in on planning meetings along with the Addiction Research Foundation representative in the city concerned.

Experimental "Drink-in"

A dramatic example of this community back-up committee effort was an experiment organized by the Alcohol Countermeasures Program committee in Orillia, headed by Toronto Star columnist Doug Sneyd. Highlighting the busy committee's activities during the campaign which lasted from December 10 to 31st, was an experimental "drink-in" in



Coffin-shaped bookmark bearing a bottle crossed by a steering wheel was artist Doug Sneyd's eloquent design, used widely in Orillia Alcohol Countermeasures campaign.

which Mr. Sneyd and eight other local citizens took part, all of them representing local service clubs in Orillia.

All thought they could drive

The experiment took place during an afternoon, over a four-hour period in a local motel. It was sponsored by a local car dealer who was also a member of the committee, and attended by city Police Chief Bill Blanche, and Constable Jim Vandervoort of the Orillia detachment of the O.P.P. who were non-drinking observers. After about three drinks, all the nine participants protested they were capable of driving home if necessary. "I remember talking to the rest of

New Canadian standard for children's car seats thought highest in world

The Canadian Standards Association has developed a new standard for children's car seats that is considered to be the strictest in the world. The standard has been developed over two years by a C.S.A. committee chaired by Mrs. Joy Moon, who with her husband Andrew is also the chairman of the Consumers Association of Canada's committee on children's automobile safety. Other committee members included representatives from major motor vehicle and child auto seat manufacturers, the Highway Safety Research Institute of Michigan, the C.S.A., the Consumers' Association, the Ministry of Transportation and Communications Ontario, and a permanent observer from the federal Department of Consumer and Corporate Affairs.

First step to control sale, importing and advertising of children's car seats was taken in the spring of 1972 when the federal government announced that automobile child seats on sale in Canada must meet certain static tests. But dynamic testing, using an impact sled down which the seat, containing an anthropometric dummy representing an average 3-year-old child, is shot, is the major difference contained in the new standard. The test is designed to simulate the real life situation that occurs when two cars strike head-on at 45 to 50 miles per hour. Only Britain has a similar standard, requiring dynamic testing.

U.S. and Australian standards employ only static testing.

(Cont'd on page 4)

the people in the test and we all seemed to be quite sober and able to drive," says Sneyd. "Yet when we had the breathalyzer test, we were all over the limit." The members were astonished to find that other tests for coordination applied by the police were much more difficult than they'd expected.

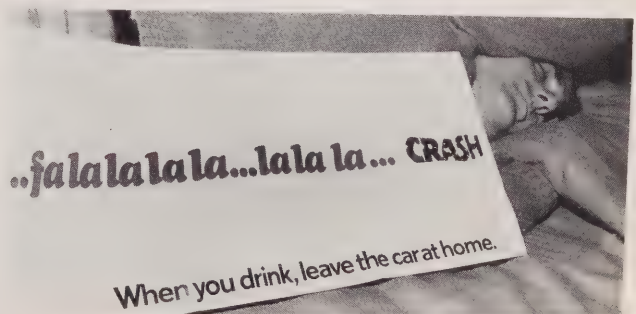
Aired on radio

CFOR radio announcer Rusty Draper was also a participant in the "drink-in" and interviewed the others throughout the campaign. "The day after, every-

one knew about it," says Doug Sneyd. "People who talked to me were just as surprised as I was at how early we were truly impaired."

Besides the dramatic experiment, the committee had coffin-shaped bookmarks bearing a bottle crossed out by a steering wheel, which Sneyd designed, distributed to schools, libraries, companies and even local bars. They also sent out a mailing to every Orillia company to be shown to their employees, sug-

(Cont'd on page 2)



Orillia's back-up committee chairman Doug Sneyd strikes a suitable pose with one of the posters used in support of the campaign.

(Cont'd from page 1)

gesting a special pledge each person should take not to drink and drive. With the cooperation of the Orillia Transportation Company they offered to have buses available for company parties at a minimum cost of \$35, to pick up employees at their homes or offices, take them to the party and then home again.

Fatal collision marked campaign kick-off

On the day before the campaign started, a woman and four youths died in a two car collision on Highway 11 north of the city, a shocking reminder of the kind of tragedy that can happen on the highway. "It was just about the worst accident we've ever had around here," said Mr. Sneyd, who on his frequent trips to

Toronto down Highway 400 has noted numerous examples of impaired driving. "I sat in my car one evening after getting gas at the highway rest-stop, and saw no fewer than three different men come out of the restaurant staggering, get into their cars and drive away."

Let's take off the kid gloves

"I think the police should really throw the book at these people," said Sneyd. "Too often we seem to treat them with kid gloves. For the life of me, I can't see why the police shouldn't wait outside beverage rooms and places impaired drivers are likely to be, and prevent them from getting into their cars and killing somebody. They would surely keep the respect of the majority of the community whose lives they'd be protecting."

24% drop in hospital bed occupancy following Australian seat belt laws

Hospitals in Australia are reporting a drop of 24% in bed occupancy since the introduction of mandatory seat belt wearing legislation, stated Mr. Charles Pulley, President of the American Safety Belt Council during a recent National Safety Belt Usage Conference held in Washington, D.C.

The purpose of the conference was to help community leaders and concerned State legislators bring about safety belt use laws throughout the United States. The federal government through the National Highway Traffic Safety Administration (NHTSA) of the U.S. Department of Transportation, is offering every encouragement to state governments, including financial inducements, to introduce such laws. The Secretary of Transportation, Claude S. Brinegar, urged that if every state enacted mandatory safety belt usage legislation 10,000 to 15,000 lives a year could be saved.

57,000 deaths in one year

Mr. Brinegar pointed out that 57,000 people were killed on U.S. highways in 1972. He stated that only one-fourth of U.S. motorists now fasten their lap belts voluntarily, and only about 5% use the shoulder harness. Secretary of State for Michigan, Richard H. Austin supported Mr. Brinegar in urging the making of safety belt use a statutory requirement for highway travel, and mentioned incentive payments being offered by the Federal Government for the passage of safety belt usage which could amount up to 25% of their apportionment of federal highway safety funds for the fiscal year.

The money saved, he pointed out, could be used for other safety measures such as driver education, driver control and alcohol countermeasures.

The Australian Experience cited

Australian delegates to the conference included Mr. R. J. Barling, of the Australian Dept. of Transport, Canberra, and Dr. Peter Vulcan, Controller, Road Safety Research, Australian Department of Transport in Melbourne, who reviewed the experience they had had since seat belt wearing was made mandatory. In Victoria the belt wearing law has been in two years, and they have experienced a 20.8% reduction in road deaths. In the rest of Australia the seat belt law is just one year old, and there has already been a 17.2% reduction in automobile deaths throughout the country. Serious injuries, they stated, have been reduced by about 50%.

The high cost of traffic injury in the U.S.

It costs \$125,000 to \$200,000 a year to keep a paralyzed accident victim in hospital, cited Dr. John States, Past President of the American Association of Automotive Medicine. Since the cost of medical care of the injured becomes a public responsibility, the public have the right to call for a safety belt usage law, he said. Fears of some people of fire, drowning or injury when wearing belts are greatly exaggerated, he said, as a belted occupant of a car will most likely remain conscious after the accident, and will therefore be able to get out of the car.

National truck hero named



25-year old Gerry Smith of Richmond, B.C., named 1973 Dunlop National Truck Hero for his bravery in rescuing a fellow trucker from Vancouver Harbour, received trophy from Dunlop President Brian James.

25 year-old Gerry Smith of Richmond, B.C. has been named the 1973 Dunlop National Truck Hero of the Year, in recognition of his brave action in rescuing a fellow trucker from Vancouver Harbour.

It was a dark November evening around 6 p.m. when Gerry, a driver for Doman Marpole Transport Limited of Richmond, B.C. had just loaded the last semi-trailer onto the transport vessel "Trailer Princess" at Burrard Inlet, Vancouver Harbour. Just as three short whistles signalled the vessel's departure, he saw a CP Transport tractor unit backing down onto the loading ramp, its driver unaware that the boat was already pulling away from the pier. Both the truck and its driver John Bonter plunged into 24 feet of cold, murky water. Smith ran to the edge of the ramp and was able to see Bonter surfacing, shouting that he could not swim. Gerry Smith, also a

non-swimmer, removed his boots and heavy clothing and jumped into the water, and by dog paddling and treading water, was able to keep Bonter afloat until members of the "Trailer Princess" crew were able to pull them both aboard.

"The prompt and courageous action by Mr. Smith saved a life at the risk of his own," said W. R. Shields, Assistant General Manager, Operations, CP Transport, Vancouver, who nominated Smith for the Award.

A truck hero can be any professional truck driver who has performed an act of bravery or heroism beyond the call of duty. The Hero was presented with the 1973 Dunlop National Truck trophy, a cash award of \$500 and an engraved wristwatch at a recent Automotive Transport Association luncheon, during VIP all-expense-paid weekend in Toronto.

National traffic deaths up

Preliminary figures from Statistics Canada show that 6,221 persons were killed in motor vehicle traffic accidents in 1972. This is an increase of 11.6%

from the 5,573 killed in 1971. There were 215,705 people injured in these accidents in 1972, an increase of 12% from 192,599 a year earlier.

Task Force investigates driver education structure

A six-man government task force has been set up by the Ministry of Education to consider the present structure of driver education in Ontario's secondary schools, and suggest ways in which the program might be developed or improved.

Written briefs are being requested from any interested individuals and groups throughout Ontario, to be submitted before the end of June, 1974 to:

Task Force on Driver Education
Ministry of Education
Curriculum Services Branch,
15th Floor
Mowat Block
Queen's Park, Toronto.

The following areas have been identified for study by the task force:

1. Teacher training, driver education instructors;
2. Cost implications of driver education;
3. Possible means of financing;
4. Development of curriculum guidelines;
5. Program evaluation;
6. Program recognition;
7. Investigation of the degree of support for an in-school driver education program by both professional educators and the public;
8. Feasibility of sub-contracting in-car instruction to private driving school operators, if driver education becomes an elective option.
9. Consultative services to driver education instructors;
10. The role of the Ministry of Transportation and Communications as a cooperating Ministry in the driver education program.

Members of the force are: Chairman — Mr. Donald Kirk, Education Officer with the Curriculum Services Branch, Mr. Dougal Ferguson, Special Assignments Officer, School Business & Finance Branch, J. R. Millette, Education Officer, Curriculum Services Branch, P. D. Noble, Community Education Officer, Curriculum Development Branch, and Lorne Smith, Education Officer, Supervisory Services Branch, all with the Ministry of Education, and Carl E. Laybourn representing the Ministry of Transportation and Communications.



Members of new Task Force on Driver Education, left to right: Lorne Smith, Education Officer; Donald Kirk, Task Force Chairman; Carl Laybourn, Ministry of Transportation and Communications representative; Peter Noble, Community Education Officer; Dougal Ferguson, Special Assignments Officer, and J. R. Millette, Education Officer.

18-year-old sentenced by Ottawa judge

A young Ottawa driver convicted of dangerous driving was recently ordered by a provincial court judge to speak to all driver education programs in the city over the next three years, about his driving and drinking experiences.

He was convicted after evidence showed he had been drinking at a party prior to driving on the wrong side of the road, when his car struck an oncoming vehicle and seriously injured four members of a St. Catharines family. The judge concerned said he had considered a jail term, but decided; "the common interest of the public would certainly be better served if you could get across to students of your age how serious a danger impaired driving can be."

The youth was also fined \$500, and lost his driving licence for three years.



These "Wrong Way—Do Not Enter" signs have now been erected on the back of exit and turn-off signs on exit ramps leading from Ontario freeways. The action was taken to prevent wrong-way fatal accidents.

Traffic Safety Round-up

New child seat standard

(Cont'd from page 1)

Brockville

The annual Jaycee Santa Claus parade was held Saturday, December 1, and the first place and \$25 prize trophy went to the Brockville Police Department and Brockville Safety Council for their joint float entries entitled "Our Christmas Dream". The theme of the floats was to encourage motorists to drive carefully, and thus help reduce traffic injury and deaths.

Safety float in Brockville Santa parade won first prize.



Sault Ste. Marie

Most recent recipient of the monthly Crossing Award presented by the Sault Ste. Marie, Ont., Safety Council is Rosanna Chiarello, a Grade 3 pupil at Corpus Christi Separate School. Presentation of an engraved certificate and trophy is made monthly to an elementary school pupil chosen as most safety-conscious by adult crossing guards. The Safety Council introduced the award program last March in co-operation with the City Police Department, child safety division.

The Sault Ste. Marie Safety Council also recently honoured nine persons in recognition of their heroic action in saving the lives of others. Presentation of engraved shields was made Dec. 7 at the annual Safety Council's Life Saving Awards dinner.

Recipients were Don Gagnon who saved the life of a sailor who had fallen from the H.M.S. Non-such while docked; Art Doiron who rescued a fellow steelworker overcome by gas fumes; Jim Casola, Kathy Claride and Sonja Grunt who prevented drownings; Lewis Boynton, a bus driver whose quick action averted what could have resulted in a major collision; Isadore Agawa who rescued three persons from a house fire; Frank McAuley who was responsible for action preventing a water fatality among boys at a summer scout camp; Frank Amendola who rendered first aid to a schoolmate who had fallen 30 feet from a tree.

Art Gualazzi, a city alderman who presented the shields on behalf of the Safety Council, discovered that night that in three of the situations cited he had relatives involved.

Petrolia

A school bus drivers' seminar was held at Petrolia, Ontario on Saturday November 24th. Sponsored jointly by the Ontario Provincial Police at Chatham No. 1 District Headquarters, and the Ministry of Transportation and Communications. The seminar was attended by 125 drivers in the Lambton County school board district. Above, Senior Inspector R. Merkley of Windsor, Ontario, D. Draper of Driver Examination Office in Chatham, and W. Smith of the Vehicle Inspection Branch, Windsor, all personnel of the Ministry of Transportation and Communications held a discussion with the drivers.

"Most of the children's car seats on the market today do not meet four of the changes in the new standard," said Mrs. Moon. Besides the dynamic testing requirement, these are:

- Attachment: If a lap belt is used to restrain the car seat it must not contact the child's body directly. Many present seats use the lap belt, which applies pressure to the child's abdomen. While the bones in the adult pelvic area are sufficiently strong to withstand such pressure, they are not in a child's body.
- Distribution of restraint forces: in a rear impact, the seat must distribute the restraint forces on both the back of the torso and the back of the head; in a forward impact, the seat must distribute restraint forces evenly over the pelvis, chest and shoulder area.
- On frontal impact: the seat must not suffer partial or complete fracture of any structural component part contacted by the child; it must not entrap the child or hinder its removal; it must restrain forward horizontal movement of the child's head to 10 inches.

The standard will be recommended to the Department of Consumer and Corporate Affairs, and could become a federal regulation under the Hazardous Products Act by mid-spring. "When this standard becomes law, the seats presently on the market that don't meet it will be illegal for sale," Mrs. Moon pointed out. An active lobby for stronger child auto safety laws over the past three years, Mrs. Moon says car seats to pass the standard, voluntarily until it becomes law, will be identified on store shelves by a C.S.A. seal of approval.

But although she considers the new standard "a gigantic step forward," Mrs. Moon believes the big job of educating parents to use the car seats has still to be done. "The best seat in the world isn't much use while on the department store shelves," she says.



Rosanna Chiarello

Worcestershire, England

Karen and Debbie, great nieces of Bill Neale who works in the Ministry's safety office stockroom in Queen's Park, reported recently that the Elmer the Safety Elephant and Crusader Cycle Club material and the safety game Bill sent them have made a big impression. "I don't think we've played anything else here since they came," writes Karen's and Deborah's mother, from their Worcestershire home in England. "Debbie has passed her cycle proficiency test, and she says all the safety literature you sent helped her a lot." And from the children themselves, "Thank you for the Elmer Safety posters, and thank the lady who sent us the other letter." Back in April, Bess Wares of the Ministry sent the two children an assortment of the safety literature produced for Ontario's school children, in exchange for a folder on the Green Cross code the children had sent their Uncle Bill.

Coming Events

March 4-8 & March 11-15—Commercial Driving School Instructors' Course, Ontario Safety League.

March 27, April 3, 10, 17, 24, May 1—Efficient Fleet Management Course, Ontario Safety League.

April 1-5—Fleet Maintenance Course, Ontario Safety League.

April 8-10—Industrial Accident Prevention Association of Ontario Annual Conference. Royal York Hotel, Toronto.

Sept. 8-13—6th International Conference on Alcohol, Drugs and Traffic Safety, Four Seasons-Sheraton Hotel, Toronto.

Sept. 12-14—18th Annual Conference, American Association for Automotive Medicine, Holiday Inn Downtown, Toronto.

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Hon. Gordon Carton, Q.C., Minister.
A. T. C. McNab, Deputy Minister.

W. B. G. Reynolds, Manager, Safety Information.
Editor, Judith Adams.



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Lineups Ahead

Ontario motorists are urged to purchase their licence plate renewal stickers soon, to avoid the end-of-the-month chaos of lineups at all 291 issuing offices throughout the province. End of January figures show a very low proportion of Ontario mo-

torists have renewed their registration to date. Present multi-year plates must be validated by applying the sticker to the lower right-hand corner of the rear plate before midnight, February 28.



6,122 students retained to drive last year

A report from the Ministry of Transportation and Communications covering driver education in Ontario's secondary schools last year, showed a large increase in numbers of students who took the driving instruction course over the previous year, with a total of 36,122 successful graduates compared with 28,320 the year before.

"The demand has always far exceeded the facilities," stated Crl Laybourn of the Ministry's STI, and a member of the newly formed government Task Force on Driver Education. "But slowly we're managing to catch up, largely because there are more driver education teachers entering the field each year."

Another 120 teachers became qualified last summer to instruct the course in Ontario schools. These are in addition to the 1,141 who were instructing the high school driving courses at the end of the school year, but a few always drop out of the field too.

The course was offered in 567 schools this past year, an increase over the previous year when 546 schools offered it.

Carrying extra gas hazardous, says U.S. Safety Agency

Carrying gasoline around in the trunks of cars has been severely criticized by the U.S. Department of Transportation's National Traffic Safety Administration.

"Even a minor rear-end collision with a vehicle in which extra gasoline is being carried in the trunk could set off an inferno," said NHTSA Administrator Dr. James B. Gregory. "Or sparks from a short in a tail light or brake light could set off an explosion."

Glass and plastic containers are especially dangerous according to the agency. So are most fuel containers used by homeowners for power lawnmowers. Rusty metal containers should be avoided. So should any container that allows accidental spillage. "Our best advice is to avoid carrying fuel in such a manner," said Dr. Gregory. But if you insist on transporting fuel in an extreme emergency, the container should be rugged, securely closed, and removed from your car immediately when you arrive at your destination, says the NHTSA spokesman.

Half million rode free New Year's Eve

For the second year running, the entire Toronto Transit Commission system was at the disposal of Torontonians free of charge on New Year's Eve. An estimated 500,000 people took advantage of the chance to leave the car at home, and ride the buses, streetcars and subways until the early morning hours. McGuinness Distillers Limited sponsored the unlimited free rides at a cost of \$35,000 both this year and in 1972.

"There were no traffic fatalities that night, and fewer injuries than we usually have," commented Metro Police Deputy Chief John Murray. "In fact we

had a good December, with only four fatalities for the whole month compared with twelve last year, thanks in good part, we hope, to our spot checks."

Spokesmen from both the TTC and McGuinness mentioned the good spirit among passengers celebrating New Year's Eve on Transit vehicles. "I think it was an overwhelming success again this year," stated James G. McGuffin, Assistant General Secretary of the T.T.C., "and the Commission would certainly I think give favourable consideration to having a free-rides program another year if somebody wanted to sponsor it."

Winter accident report updated

The winter of 1972-73 was the second one since the use of studded tires was prohibited in the province. A report of winter accident and road condition data for last winter has recently been published by the Engineering Research and Development Branch of the Ministry of Transportation and Communications, as a follow-up to its earlier study. The new data gathered appears to confirm the conclusion re-

ported after the first winter without studded tires, that "the proportion of winter accidents occurring on icy or snow packed and on snowy or slushy roads declined in Ontario following discontinuance of the use of studded tires."

During the winter of 1972-73, the total collision and personal injury accidents were no more than in the previous year in spite

(Cont'd on Page 4)



Road Accidents—What's being done?

First in a series of articles examining just what business, industry and specific agencies are doing to try and reduce the toll of traffic collisions on our highways.

THE INSURANCE BUREAU OF CANADA

About 90% of the property and casualty insurance industry in Canada is represented in this association of general insurance companies that sell automobile and home insurance. Member companies of IBC collectively write in excess of \$1,700,000,000 yearly in premiums. Initially IBC was formed in 1964 at the urging of the Federal Superintendent of Insurance after warnings that government action might prove necessary unless the industry found a way to avoid the huge underwriting losses which could threaten the solvency of some individual companies. The original members were the Canadian Underwriters' Association, the Independent Insurance Conference and a number of independent companies not represented by these two bodies. In the fall of 1968, IBC and All Canada Insurance Federation, an organization of insurance companies that dealt chiefly with legal and public relations aspects of the industry, joined forces to give the industry a single, coordinated voice. W. W. Owen directs the operations of three regional offices from a head office on Toronto's University Avenue.

"Probably IBC's primary purpose was to provide a coordinating statistical body," explains IBC Director of Communications John H. Cranford, who joined the Bureau's staff in 1970 to head the Public Relations Division of the organization.

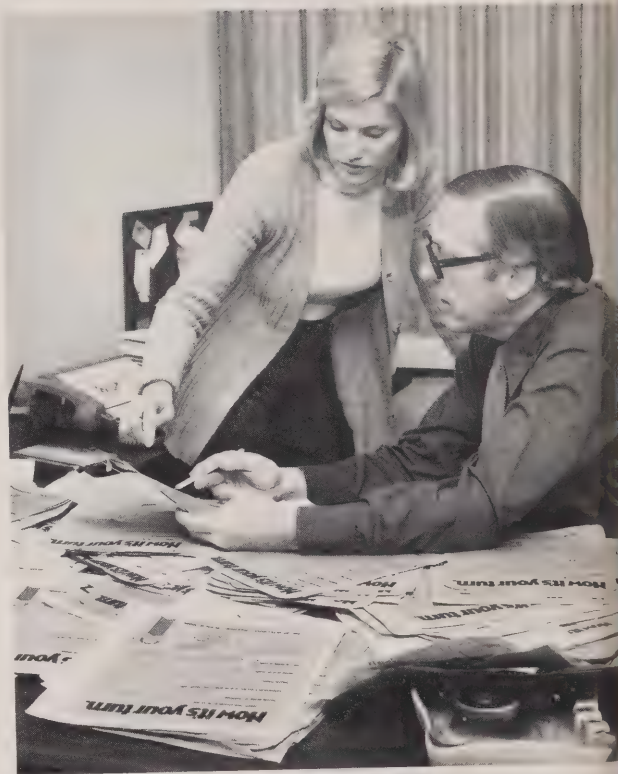
A sophisticated Data Centre in Don Mills that records all automobile insurance claims statistics is one of the four working Divisions into which the IBC is divided today: Statistics, headed by C. L. Wilcken, Actuary and Assistant General Manager; Legal, under E. H. S. Piper, Q.C.;

Public Relations, and a Research Division handled through consultant firms working with the IBC's officials and Committees. A fifth Division to deal with surety bonding is in process of being set up.

Nowadays, the IBC is making an important and ever-growing contribution to safety and loss reduction, an involvement which Cranford feels has grown out of an increased awareness by insurers of their social responsibility. "After all", says the experienced newspaperman turned public relations executive, "if we can influence the public in their driving and in their exposure to accidents, then this has to be good for everybody, the companies and the individual people who are being insured."

Just how is the industry trying to influence the public? Through the IBC there's a comprehensive effort through supporting existing educational efforts. They're a principal supporter of the Canada Safety Council, a contributor to all the provincial Safety Leagues and Councils, and contribute heavily to driver education teacher training throughout the country. They began and continue to encourage and underwrite the costs of the Canada Council of Young Drivers, described by Cranford as "a sometimes abrasive ginger group" of young people whose work is evolving into research-oriented projects that uncover new knowledge in the traffic accident field. "They're a pretty dedicated lot," says Cranford, "outspoken at conferences they attend; we need this kind of criticism."

Their achievements to date include a complete audio-visual presentation on the current state,



John Cranford, Director of Communications for I.B.C., discusses reader response to their national advertising campaign with assistant, Heidi Palmer.

needs and deficiencies of driver education in Canada, and a slide presentation on single-vehicle accidents and roadside hazards based on legal research conducted by members. Another C.C.Y.D. research project begun last summer involves 2 Council members and 2 other students working with a Professor-Consultant at the University of

Western Ontario, along with London Police Department, going through all the traffic accident reports before and after drinking age was lowered. The finished study will show the kind of impact the lowering of drinking age has had on traffic accidents in that age group.

Another research project IBC is sponsoring is a map



Members of the Canada Council of Young Drivers conduct a traffic survey in downtown Montreal during a recent conference.

study into the effect on drivers of tranquilizers and antihistamines when taken in combination with alcohol.

Tests involving students were carried out last summer and fall at a Scarborough research centre. The project was set up in consultation with Dr. Eugene Lencane of the Addiction Research Foundation, who is closely involved with the problem of combined impairment by alcohol and other drugs as it affects driving. "At present," explains Cranford, "a pharmacologist may be called an expert witness to testify as to impairment shown by blood levels and although we know that the combined effect of drugs and alcohol is to increase the level of impairment far beyond the simple addition of the potential impairment the two would produce singly, this impairment has never been quantified. This research should produce methods of measurement that will allow such impairment to be quantified in the future. It's a big involvement for the Bureau and should end up being a big service to the public."

The Bureau concentrates a good deal of its public relations effort in high schools. They rewrite every teacher who teaches the teacher preparation course in driver education to the extent of \$125. per teacher, for an approximate outlay of \$40,000 annually throughout Canada. They produce films, booklets, and pamphlets for use in these courses as well as by the larger general public. And it's not a matter of "dump circulation" either, stresses John Cranford. A direct mail program aimed last summer at 7000 secondary school teachers across Canada has so far brought 1,200 requests for more than 100,000 booklets.

Car insurance booklets and leaflets include: Car Insurance Explained, (32 p.); A Young Driver's Guide to Car Insurance, (6 p.); You and Your Car Insurance, (6 p.); Safety Saves, (a 4-page question-and-answer leaflet relating automobile safety with insurance); Save a Stranger, (6 page leaflet explaining what action the public can take to decrease traffic accidents); and most recently Nine Lives, a 24-page booklet capsulizing the way we can reduce traffic loss through individual, social and government action.

IBC films are available from the Bureau through Modern Talking Picture Service at 1875 Leslie St. in Don Mills, Ontario, or at 485 McGill in Montreal. The latter provide the films in both French and English. They include:

Oh! Oh!

An animated light-hearted allegory of how man invented the wheel, the chariot, the automobile, traffic chaos, accidents and automobile insurance. (13 minutes).

Impact

The story of today's fragile cars, showing what happens to late-model automobiles in low-speed test crashes—an argument for sturdier, more easily repairable automobiles. (25 minutes).

Point Zero Eight

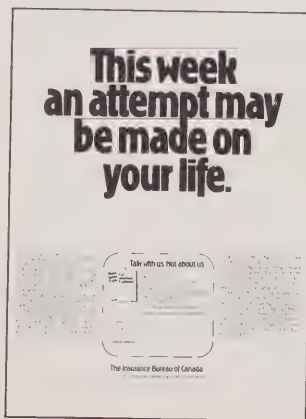
Professional racing and rally drivers navigate a test course when sober, and then after consuming enough alcohol to bring their blood-alcohol level to .08. (30 minutes).

This Life is Worth the Living

Underlining the importance of

driver education in high schools, as a successful method of changing bad road attitudes.

An advertising campaign run by the IBC in newspapers and magazine supplements across Canada during both 1972 and 1973 has sought to establish a dialogue between the insurance industry and the general public. Entitled TALK WITH US, NOT ABOUT US, the campaign consisted of ads discussing such matters as inflation, law enforcement, safer roads, drunk drivers and mechanically unsafe cars. Readers were then invited to write in and give their opinions on the themes discussed. A booklet resulting from the campaign is in preparation, and should reflect a good cross-section of Canadian opinions which can then be passed along back to the people who expressed their interest in participating in the campaign, as well as to law enforcement agencies and courts, government, legislature and industry all of whom are influenced by public opinion to a great degree. "It can only be a reading of public opinion of course," cautions Cranford, "and we don't pretend it's any more scientific than that; but it is a good indication of public concern with these problems." About 35,000 people took the trouble to request booklets in response to the ads during the 5 months of last year's campaign.



One of a series of safety-oriented ads placed in major publications across Canada.

The Insurance Institute For Highway Safety in the United States did some very extensive testing involving crashing actual cars they had bought from dealers at various speeds, then having expert appraisers develop a statistical record of all of these crashes and how much it took to restore the various models of vehicles. These facts had a good deal of influence on American vehicle design, and the Insurance Bureau of Canada decided they

could perform the same service for the Canadian public.

"It wasn't an original research project on our part," stated Cranford. "What we did was borrow all their work sheets, give them to Canadian appraisers and have them translate the damage repair cost into Canadian terms. We re-shot the film which was made during the U.S. crash tests, incorporated the Canadian facts in it and called it 'Impact'. It's still a popular film, and the information in it is being reflected in improved vehicle design in this country too.

"Of course, vehicle design is often a saw-off between vehicle damage and a personal injury," Cranford recognized. "If you made a completely rigid front end you'd have far more injury to drivers, so you have to compromise and recognize where the greatest need lies."

The Bureau sees its public relations function as a double-barreled one: to react to public opinion as well as to influence it by providing it with new information. In 1970 and 1971 the IBC conducted a survey of attitudes in the course of preparing a recommendation on no-fault insurance for government, and the opinions gleaned from their survey showed that very strong sentiment persists in public opinion for stricter enforcement of the laws applied to driving. A great majority of people surveyed disagreed that people have a "right" to their licences, agreed that public authorities should be much stricter about suspending and revoking the licences of traffic regulation offenders, and agreed that unsafe drivers should be removed from the roads. Public endorsement of safe driving courses is at a very high level, with 3/4 of the Canadians surveyed agreeing that they should be compulsory and 3/4 also felt that they are not a waste of the tax-payers' money. On the question of damage liability of cars, 84% of those surveyed favour laws requiring automobile manufacturers to produce cars that are harder to damage, and 76% would be willing to pay more for a car that was harder to damage.

Involvement by insurance companies in reducing accidents not only makes sense, it's a tradition as old as the industry itself, dating back to marine insurance in the 17th century when Lloyds was founded and sailing ships transported valuable cargo across the seas. "It is still a natural part of the whole insurance idea," says John Cranford. "That is, a service and a protection to people. Reducing the number of times people are going to need that protection is bound to benefit everybody."

Traffic Safety Round-up

Petrolia . . . with apologies

Last month in the January issue, a short item appeared in Traffic Safety Roundup describing a school bus drivers' seminar held at Petrolia. Unfortunately

the photograph intended for use with the article was pulled at the last moment for space reasons, while the description remained of people shown in the photo, now published below.



Senior Inspector R. Merkley of Windsor, Ontario, D. Draper of the Driver Examination Office in Chatham and W. Smith of the Vehicle Inspection Branch, Windsor, all staff members of the Ministry of Transportation and Communications, hold a discussion with school bus drivers.

Sault Ste. Marie

Police Constable Roger M. Kolari has been elected 1974 chairman of the Sault Ste. Marie Safety Council. He succeeds Robert Diotte who has served for the past four years. Constable

Kolari is safety and information co-ordinator for the Ontario Provincial Police in the Sault district.

In accepting the chairmanship, Constable Kolari said his objectives include getting more young people involved in Safety Council work.

Winter Accident Report

(Cont'd from Page 1)

of increased traffic volumes. However, there was a substantial increase in both wet and dry road accidents. For example, although the amount of wet road increased by only 1.8% from 30.0% to 31.8% there was an increase in total collisions of 17.7% and in personal injuries of 12.1% in these road conditions. By contrast, there were dramatic compensating decreases in collisions and personal injuries on snow and slushy or icy roads, ranging from 13.3% to 28.9%. In the case of snow and slush, this accident decrease was in proportion to the lower prevalence of these road conditions. But on icy roads, especially considering that these conditions were up to 50% more prevalent in some areas than the previous year, the reduction in accidents is much greater than would have been expected from the prevailing road conditions. This reduction occurred in all regions of the Province including Northern Ontario.

In the light of these two years' experience, the Ministry's policy toward studded tires will remain unchanged, but as Peter Smith, Director of the Engineering Research and Development Branch says, "a close eye is being kept on new developments in winter traction aids, in recognition of the very real needs of Ontario motorists for even safer and more convenient driving in adverse conditions."

Coming Events

Feb. 28, March 1, 2—Ontario Traffic Conference, elected representatives' Traffic & Transportation Seminar, King Edward Sheraton Hotel, Toronto.

March 4-8 & March 11-15—Commercial Driving Instructor Course, Ontario Safety League.

March 27, April 3, 10, 17, 24 May 1—Efficient Fleet Management Course, Ontario Safety League.

March 28 — Transportation Safety Association of Ontario's 32nd annual convention, Royal York Hotel, Toronto.

April 1-5—Fleet Maintenance Course, Ontario Safety League

April 8-10 — Industrial Accident Prevention Association of Ontario Annual Conference, Royal York Hotel, Toronto.

April 15-19—Course for trainers of commercial drivers, Ontario Safety League.

May 12-15 — 25th Anniversary Ontario Traffic Conference, Airport-Hilton Hotel, Mississauga.

September 8-13—6th International Conference on Alcohol, Drugs and Traffic Safety, Four Seasons-Sheraton Hotel, Toronto

Sept. 12-14 — 18th Annual Conference, American Association for Automotive Medicine, Holiday Inn Downtown, Toronto

DID YOU KNOW?

In Ontario last year, 27,000 drivers were involved in collisions, and half of all drivers killed were either impaired or had been drinking.

LICENCE RENEWALS



ontario traffic safety

Published monthly for those interested in promoting traffic safety. Contents may be reprinted without reference to the Ministry of Transportation and Communications except where credit is given to other sources. Readers with safety activities to report should write Ontario Traffic Safety, Ministry of Transportation and Communications, Room 304, Central Bldg., 1201 Wilson Ave., Downsview M3M 1J4

Hon. Gordon Carton, Q.C., Minister.
A. T. C. McNab, Deputy Minister.

W. B. G. Reynolds, Manager, Safety Information.
Editor, Judith Adams.



ontario traffic safety

Published in the interest of greater traffic safety by the Minister of Transportation and Communications, Ontario

New Minister a safety man from early days

John R. Rhodes, newly appointed Minister of Transportation and Communications on February 26, 1974, has a special feeling for the safety side of his ministry's work. Since school days as a safety patroller in Sault Ste. Marie, through eight years as a member of that city's police force where he became Sergeant in charge of the traffic division, to his elected position on City Council where for two years he chaired the Committee on Public Safety, Mr. Rhodes has developed an impressive background in what is now a major part of his concern as the new Minister of Transportation and Communications.

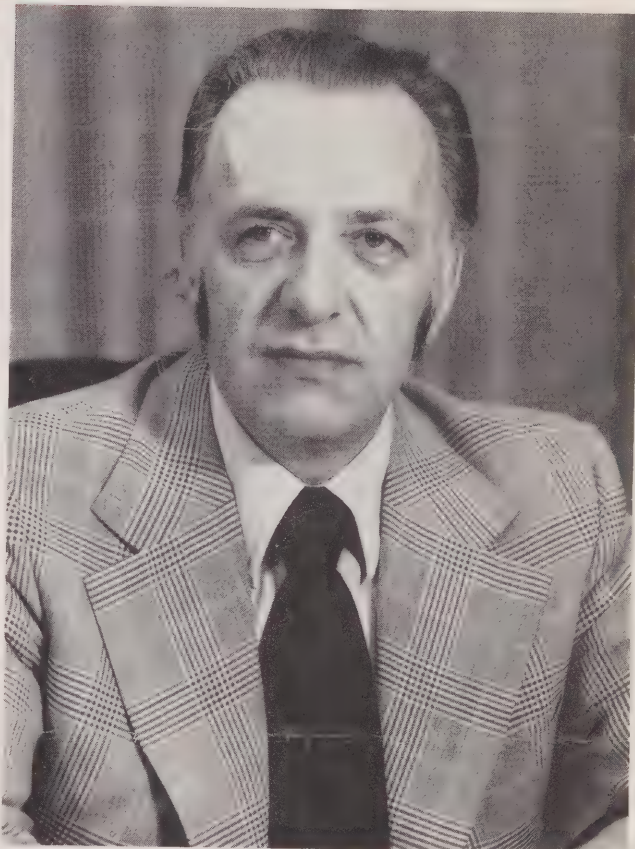
The new Minister was born in Sault Ste. Marie, where he attended elementary and secondary schools, went into private industry for a time, then became a member of the Sault Ste. Marie Police Department and rose to the rank of Sergeant. He then went into broadcasting, in both radio and television, and was sports director of both radio and television station CJIC and morning radio announcer until 1971 when he was first elected to the Ontario Legislature. In March, 1972 he was appointed Parliamentary Assistant to the Minister of Natural Resources, and also served as Chairman of the Advisory Committee on the Revision of the Hunting Act and as Chairman of the Parks and Recreation Ad-

ministration Study Committee.

Mr. Rhodes has nine years' experience in municipal politics, first as thrice-elected City Council member between 1963 and 1966, and then as Mayor up to 1971. He served as a member of the Planning Board of Sault Ste. Marie from 1964-67, and was a director of the Ontario Mayors' and Reeves' Association in 1970.

As a past director of the Ontario Traffic Conference and one of the first graduates of their Traffic Training School back in the mid-fifties, Mr. Rhodes has a great interest in the whole broad field of traffic safety. "I am particularly interested in the safety of vehicles that are using the highways", he emphasized, "so I am keen on improving the vehicle inspection legislation that we now have. One thing that often amazed me when I was on the police force, was how frequently you'd see a car in excellent shape in every way, then look down and see that the tires were completely shot."

Mr. Rhodes was in Australia recently and observed first-hand how mandatory seat-belt legislation is working out. "I must say I was impressed with the way everyone buckles up just as a matter of course there — it soon becomes second nature, and everyone reminds you if you forget. We're all safety belt users in our family."



Hon. John R. Rhodes, Minister of Transportation and Communications.

Seat belt law, stiffer penalties for impaired driving highlighted in throne speech

crackdown on impaired drivers, and a serious look at mandatory use of car seat belts were two promises highlighted in the Speech from the Throne given March 5th at the opening of Parliament by The Honourable W. Ross Macdonald, Lieutenant Governor of Ontario.

You will be asked to approve a major educational and enforcement program designed to reduce highway accident toll caused by impaired drivers", is the way

the speech put the firmer approach to preventing driving while under the influence of alcohol. Fatality statistics in Canada show that over 50% of all drivers killed in road collisions have been drinking, and the majority of these have had blood alcohol levels well over the .08% limit which the law now sets drivers.

"... you will be asked to consider provisions for the mandatory use of automobile seat belts," another highlight in the Throne

Speech, does not specify that the seat belt law will in fact come into being during the coming session, but if the Ontario Legislature should adopt mandatory belt-wearing legislation soon, it will be the first province or state in continental North America to do so. There is a growing body of opinion in the U.S. that is urging the state legislatures to adopt this type of legislation.

In 1972, the U.S. Department of Transport estimates 57,000

Americans died in highway collisions and four million more suffered injuries. The American Safety Belt Council states that as many as half of the people who died each year in auto accidents could be saved by wearing safety belts, and half those injured would suffer less serious injury or none at all.

Certainly the Australian experience tends to provide evidence for these opinions. In Vic-

(Cont'd on page 6)

Road Accidents—What's being done?

Second in a series of articles examining just what business, industry and specific agencies are doing to try and reduce the toll of traffic collisions on our highways.

TRAFFIC INJURY RESEARCH FOUNDATION OF CANADA

This medically-oriented body was set up in 1964, through the initiative of the Royal College of Physicians and Surgeons and the active support of a number of other organizations concerned with the medical aspects of traffic accidents as a major health problem in Canada. After compilation of a bibliography and a reference library, and a good deal of investigation of current research programs in other countries, the newly chartered Traffic Injury Research Foundation formulated its Research Program which has been the basis of its treatment of traffic accidents as a major epidemic in our society.

From a medical standpoint, the Foundation and its supporters agree that traffic accidents should no longer be accepted as due to chance, bad luck, or "Acts of God". As their official research program states, automobile accidents in our country today "clearly demonstrate major features characteristic of historic disease epidemics of the past." What are these features? In the study of epidemics the three common factors that recur are the host, the agent and the environment. In traffic accidents, as the Foundation sees it, you have driver error, a fault in the vehicle, an alteration in environmental conditions (weather, roads, etc.) or a combination of these factors. And when medicine is faced with an epidemic disease, it concerns itself first with the care of the sick, and almost simultaneously with understanding and changing the agent and the environment in order to protect the vulnerable "host" in whom the disease has lodged. As with traffic accidents, the ideal goal is prevention.

Thus medicine and related

fields are seeing traffic accidents as a health problem of epidemic proportions, and "T.I.R.F." is the result of their determination to cope with the epidemic through scientific medically proven methods. How does T.I.R.F. actually work? "We're really a grant-giving body like the Federal government or the Rockefeller Foundation," explained the present Medical Director, Dr. Arthur F. W. Peart, "but of course we're very small by contrast," he hastened to add. T.I.R.F. operates on less than \$100,000 a year. "I see our function as a developmental funding one, rather than primary funding," said Dr. Peart. "We provide funds for developing the methodology to be used in a project, which may have small beginnings. It's a good way of using money. If these projects indicate further scope, and will likely bear fruit, then we try to help them get major funding from larger organizations such as the Federal Ministry of Health and Welfare, to expand the research."

Appropriately, much of Dr. Peart's background is in epidemiology and public health. For a number of years he was Chief of Epidemiology in the Department of National Health and Welfare, before joining the Canadian Medical Association as Assistant, Deputy, and later General Secretary until 1970, the year he began with T.I.R.F.

Dr. Peart shares the work load of the Foundation with Mr. S. W. Ryan, the Administrative Officer and Secretary to the Foundation, and two secretaries. A nucleus of elected officers direct the Foundation's work, drawn from the 20-member Board of Directors which represents the major medical bodies,



Dr. Arthur F. W. Peart, Medical Director of T.I.R.F.

safety organizations, government departments and related industries across Canada.

"There's no other voluntary agency in Canada that is actively working in the human, medical side of the road accident problem," says Dr. Peart, "and this is a very big area to come to grips with. It's much easier to deal with improving roads or guard rails or cars, than to improve people, yet about 70% or more of the death and injury problem is caused by human factors. Mechanical and environmental factors can be said to cause only about 30% of the accidents."

How does the Foundation go about choosing its research projects? When they started out, a broad range of areas was examined and eight major ones selected, in which it was felt there was a need to concentrate:

- Studies of the relation of alcohol and other drugs to traffic violations and deaths.
- Studies of the relation between

- chronic medical conditions and traffic violations and accidents.
- Epidemiological studies of psychological factors affecting the driver.
- Studies of accident-involved drivers with particular characteristics.
- Study of the road behaviour of drivers.
- Crash injury research.
- Studies of protective and safety devices in motor vehicles.
- Studies related to first aid and emergency care.

"It's taken years to develop the right approach to getting people interested in doing the kind of research. The policy follow now is not to wait for people to apply to us for money, but to identify the areas that need research, go out and find the right people to do the work, then work with them at the beginning to help them develop their projects in the most useful way."

"We're deeply involved in a large-scale study now on emergency medical care of accident victims, which is going on in Ottawa under the direction of Dr. Rocke Robertson. He's a former Principal of McGill University and one of Canada's outstanding surgeons, as well as T.I.R.F. President for 1970-73. We're lucky to have him."

The point to the project is to reduce the number of people who are dying unnecessarily once an accident has taken place.

We know that about 20% of people at least die unnecessarily from accidents, and could have been saved had they had prompt and adequate first aid or medical care, either at the scene of the accident, or in ambulance, or at the emergency departments of hospitals.



injury severity was compared to vehicle damage in a recent T.I.R.F. sponsored study conducted in B.C. by Dr. E. O'F. Campbell, Past President of the Foundation.

"There are three or four reasons why most of these people die. First of all, at the scene of the accident; very often people who are there first who could help, don't know what to do. They could save many lives by keeping a person breathing, holding his head back and unblocking his throat by removing the toy or the gum or the teeth that are preventing him from breathing. Too many victims become virtual vegetables or die through brain damage due to the delay in discovering that something is blocking their breathing."

"Also, they could stop bleeding, just by putting their hand on the wound. People are too often afraid to do that. And in a few minutes, the person's dead."

"Members of the public should know how to do this. Ambulance personnel should be trained sufficiently so they take injured persons to the right hospital in accordance with the injury. If a person has a head wound, or maybe a sucking chest wound or internal complications, he's got to be taken to a hospital that can handle these injuries. Precious time is often wasted taking victims of accidents to the wrong hospital first. Better communications between ambulance and hospital personnel would help here."

"And at the hospital," Dr. Peart continued, "too often there's nobody there who's properly trained to handle a case when it arrives and to assess its requirements. So we need better

training of emergency department staff. Of course emergency departments are frequently flooded with a lot of non-emergency cases and so the staff is kept busy with people who don't need as intensive care as do the victims of serious accidents."

"What Dr. Robertson is really doing is measuring the quality of emergency care given at these three points of treatment; by the public at the scene of the accident, whether it be at the roadside or under a tree or at the bottom of the stairs; by the ambulance crew and at the emergency departments of hospitals."

Motor cycle helmets are the subject of another current study being carried out under the sponsorship of T.I.R.F. Dr. Jim Newman of the Mechanical Engineering Department in the University of Ottawa heads up this project. As he had just finished some important research work in improving hockey helmets in Canada, T.I.R.F. thought he'd be the man for this job.

"Right now he's assessing the effectiveness of the C.S.A. approved helmet in preventing head injuries; he's checking the helmets mechanically, reconstructing the dynamics of the accidents as far as possible, including the speed of impact, how and where the head hit an object or the road, whether there was a secondary hit, the force and direction of impact, and so on." From Dr. Newman's report and recommendations could come improved design in motorcycle helmets, that

would help a larger proportion of the burgeoning motorcycling population in this country to live through an accident.

"**The human behaviour side** of the picture is one where we've got to do some investigation," Dr. Peart continued. "Dr. Jerry Wilde at Queen's University is doing this kind of work. So is Dr. Dewar at the University of Calgary, and Dr. Signori in Vancouver. There are some people at Waterloo University involved in this area too."

The medical profession should get far more involved in traffic accident prevention than it now does, Dr. Peart believes. "We think doctors should advise their patients on driving during each office visit," he said. "Fatigue from any cause may result in impaired driving, whether from a case of influenza, or a more severe disability. All slow down reaction time, and attention to driving. Doctors could do a lot to protect their patients from traffic accidents if they'd warn them not to drive under these conditions, or when under some types of medication. And also, they should advise them to stay out of the car when they're upset emotionally, and warn their families about all these hazards too."

Drinking and driving is an area where much research is taking place nowadays, and a lot is known about it, thanks to research. "We get coroners' reports from across Canada which indicate that the blood-alcohol levels of people killed while driving

cars are very high indeed," Dr. Peart mentioned. "We find that over 50% of drivers killed have been drinking, and of these, about 80% have extremely high blood-alcohol levels, well beyond the .08 legal limit."

"Seat belts are such an obvious, proven saver of lives in car crashes that we're hoping mandatory seat belt legislation will be imposed. It won't stop people from driving erratically, or even drinking, but it will save a lot of lives and reduce severe injuries tremendously."

Evaluating educational safety programs is in the plans of T.I.R.F. "The Canada Safety Council, who produce a good many educational programs for every sector of the Canadian community, are getting concerned about research too," said Dr. Peart. "We're hoping to pool our resources in the near future, as our work is really complementary. The safety councils across the country are providing education programs, but nobody's measuring their value. This is an area that we'll have to come to soon, if we're really going to cut down the accident toll."

Conferences are an important part of the Traffic Injury Research Foundation's involvement in the broad accident picture from medical-related viewpoints. There are three major gatherings this year in which the Foundation is involved.

T.I.R.F.'s third **Scientific Conference on Traffic Safety** will take place in Ottawa on May 23 and

The two-day meeting is being convened jointly by T.I.R.F., the National Department of Health and Welfare and the federal Ministry of Transportation, and will take place at the Government Conference Centre. Major topics to be aired will include alcohol and drugs, behaviour, psychological and social factors in road accidents, seat belts, motorcycle and emergency medical care.

Another major conference this year which T.I.R.F. is helping to plan will be the **Sixth International Conference on Alcohol, Drugs and Traffic Safety**, to be held in Toronto, September 8-13, at the Sheraton Four-Seasons hotel, which will attract delegates from throughout Europe and North America.

During the same week, September 12-14 the **Annual Meeting of the American Association for Automotive Medicine** will be held in Toronto at the Holiday Inn Downtown, and Dr. Peart is chairman of the Canadian planning committee for that event. The two conferences are being held purposely close together so that interested delegates from one may then attend the other meeting. This is the first time the A.A.A.M. has met outside of the United States.

pecially in a democracy," he admits. "And that's why people sometimes shy away from research in traffic safety, because they can't see the immediate value of it."

But after a decade in existence, T.I.R.F. is beginning to show some progress in its scientific approach to the human side of traffic accidents. "I'm much more optimistic than I was a few years ago that something can be done to actually reduce death and disability," Dr. Peart states. He's set certain goals for the coming decade: "We're going to try and expand our active research program; get out into research communities and see what further areas can be researched; we're going to get into the field of human behaviour as it relates to driving, and make sure that doctors get more involved in the day-to-day business of advising their patients on whether or not they should drive, and under what circumstances. And some day, we will probably have a "cradle-to-the-grave" program, where everyone will be educated to be more conscious of safety, and be more responsible for the safety of others."

Federal Health Minister and wife saved by seat belts

During a meeting of federal and provincial ministers of health held in Ottawa February 13 and 14, Federal Health Minister Marc Lalonde credited seat belts with saving his life and the life of Mrs. Lalonde during an accident last summer. Their car flipped over several times, as they rounded a curve on a wet highway in Quebec, and the car was demolished.

The subject of death and injury from automobile accidents figured largely at the health ministers' meeting. Mr. Lalonde

pointed out that in Australia and New Zealand, where people must wear automobile seat belts by law, deaths in car accidents have been cut by 15 to 20 per cent. For Canada, this would mean a saving of 700 lives a year, a reduction of injuries by about 25,000, and of hospital costs by \$400 million, said the federal health minister. Provincial health ministers agreed at the meeting to ask their respective governments to make the use of seat belts in cars mandatory.

Medical group to meet in Canada

The American Association for Automotive Medicine, a group composed of physicians and others who are actively interested in the study and promotion of traffic safety, will meet in Canada for the first time this year. The AAAM's annual meeting will take place September 12th to 14th at the Holiday Inn (Downtown), Toronto, and a call for

papers to be submitted for possible inclusion in the program has now been issued. Abstracts of such papers and other pertinent information should be mailed to:

Dr. Kendrick Sears, M.D.
Upstate Medical Center,
750 East Adams Street,
Syracuse, N.Y. 13210
U.S.A.

Safety League honours drivers

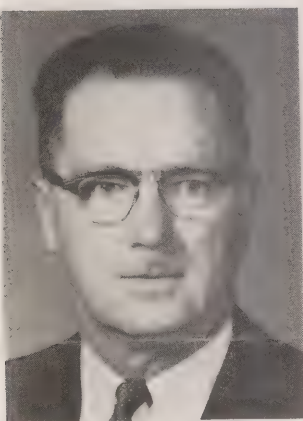
241 professional drivers received awards for their outstanding accident-free driving records, at the annual Safe Driving Award Banquet held by the Ontario Safety League on February 25, at the Royal York Hotel in Toronto. The men, who received their awards for completing 25 and 20 years of driving without an accident, received a standing

ovation by some 600 fellow commercial drivers who attended the banquet.

There are nearly 15,000 drivers from 262 firms enrolled in the Ontario Safety League's Commercial Vehicle program, which has been in operation since 1933. The idea behind it is to recognize and encourage commercial driv-

ers who practice the principles of safe and courteous driving during their day-to-day work.

The Honourable Gordon Carton, Q.C., in his final appearance as Minister of Transportation and Communications, presented the milestone awards to the drivers, and congratulated them on their outstanding performance.



Steve W. Ryan, T.I.R.F.'s Administrative Officer and Executive Secretary.

Intelligence related to driving is another area of research which the foundation has also sponsored, in the form of a small pilot project in Victoria, B.C., where young people are being watched and tested over a period of years into their first driving experience. It's too early to have answers from this investigation, but if it should prove that there's an important relationship between high intelligence and optimum driving skills, what can be done about it, Dr. Peart was asked? "We don't know how you can deal with such a phenomenon really, es-



During the Ontario Safety League's annual Safe Driver Awards banquet, a draw was held for the 'Mystery Prize'—a pair of stuffed camels and \$25 donated by sponsoring companies. Don Hartford, President of the Ontario Safety League, presented the prizes to winner Paul Dickie, a driver with Bell Canada.

New 'Elmer' TV Spots throughout Ontario

Six new animated cartoon television spots produced by the Ministry of Transportation and Communications are spreading Elmer the Safety Elephant's safety rules across the province. The 60-second colour 16 mm film clips each illustrate one of Elmer's six safety rules which are taught to primary school children everywhere in Canada. But there is a difference. Some careful consultation with little people made it clear that a few changes and additions to the wording would improve the effectiveness of the message directed at youngsters. "If you get down to the child's level of height you see quite a different picture," explained Mrs. Bess Wares who produced the TV spots. "We found that a six-year-old has blind spots an adult

wouldn't even think of, a corner mailbox for instance. Looking both ways doesn't really help all it should in that situation. So Elmer adds after that rule, "If there's something in the way, move ahead a little so you'll have a clear view."

In this way, Elmer explains each of his rules in the animated spots. For instance, "If you step out into the roadway between the parked cars you could be hit . . . by a car . . . because the driver hasn't had a chance to see you . . ."

Television networks and individual stations will be using the new spots frequently and enthusiastically, reports Doug Cowan of the Ministry, who has been visiting many of them to introduce the child safety material. ●

International Conference on Drugs, Alcohol and Driving to meet in Toronto

The 6th International Conference on Alcohol, Drugs and Traffic Safety will be held in Toronto from September 8-13 this year, at the Four Seasons Sheraton Hotel in downtown Toronto.

Delegates from 30 countries are expected to attend the forum, which is convened each year to assess the state of knowledge in the field of alcohol, drugs and traffic safety and draw public attention to new developments in combatting the problem.

The Conference is sponsored by the International Committee on Alcohol, Drugs and Traffic Safety, and the International Council on Alcohol and Addictions. A great many Canadian agencies are actively involved in planning this year's conference in Toronto, and represented on a local planning committee, among them the Traffic Injury Research Foundation, Ottawa, the Addiction Research Foundation, the Ontario Ministry of Transportation and Communications and the Canada Safety Council, along with many other representative organizations.

Anyone interested in registering for the Conference should write for information and registration form to:

Conference Manager,
Sixth International Conference on Alcohol,
Drugs and Traffic Safety,
33 Russell Street,
Toronto, Ontario M5S 2S1

Driver Education Coordinator moved to new offices

Due to the reorganization of the Ministry of Transportation and Communications Safety Office, Mr. Carl Laybourn, Coordinator of Driver Education, has now moved to a new location. All enquiries concerning Driver Education should now be directed to Mr. Laybourn at:

Safety Standards & Practices Office,
Ministry of Transportation and Communications,
6th Floor, Ferguson Block,
Queen's Park, Toronto 182, Ontario.

CORRECTION

Following the items which appeared in the January and February issues of Ontario Traffic Safety about the Lambton County School Bus Seminar, we have learned that this event which took place in Petrolia in late November and involved 125 school bus drivers was sponsored solely by the Lambton County Board of Education.

The Board's Transportation Officer, Frank Murray said, "This was the first time we sponsored the entire event ourselves, and we did it because there were a number of aspects that we felt should be covered."

The seminar was held in cooperation with the bus operators and personnel from the Ministry and Ontario Provincial Police. ●

Where have all the people gone?

HARD-HITTING SEAT BELT FILM

A new 30-minute 16-mm colour documentary giving the case for safety belt use legislation has been produced by the American Safety Belt Council. The film contains some of the most convincing footage ever shot, for the cynic who may still doubt the value of buckling up in the car.

Filmed in Australia and the U.S. over a period of four months it visits hospitals where doctors treat the results of high speed crashes in which victims were belted and not belted; talks to legislators who give their views about belt use legislation and pros and cons between "individual freedom" not to belt up the harm society suffers when an individual dies or suffers injury in a car crash. Australian authorities report how successful in passing safety belt use laws, and how things worked out since.

WHERE HAVE ALL THE PEOPLE GONE? may be purchased or rented from:

American Safety Belt Council
Education Division
Suite 460
1730 Pennsylvania Avenue, N.W.
Washington, D.C. 20006

Adult bicycle-safety folder produced by Ministry

A two-fold informative brochure entitled "Ontario Laws and Your Bicycle", so much in demand that it is now into its second printing since the turn of the year, is available to individuals and groups from the Ministry's Public and Safety Information Branch.

The number of bicycles on Ontario's streets and highways has been increasing at a rapid rate, and this fact has been reflected in an increasing number of traffic collisions involving bicycles, particularly in the age group from 15 to 44. Studies of the collisions involving bikes show lack of ability to handle the particular type or size of bike, lack of proper equipment such as reflectors and lights, and lack of knowledge and observance of the rules of the road and safe riding practices seem to be the chief contributing factors to the rising bike accident toll.

"Ontario Laws and Your Bicycle" provides information about the conditions bikes must meet as vehicles under the highway traffic act: equipment, safe operating condition, roadways where bikes are prohibited. It also reviews correct methods of signalling, turning, and the meaning of various traffic signs, crossovers and lights. Many bike riders who are getting back onto bicycles after many years, have forgotten that the same laws and rules of the road which apply to motorists apply to bicyclists, and that with today's much heavier traffic conditions, safe cycling practices are



often a matter of life or death.

Ministry personnel point out that the folder has been designed specifically for adult cyclists and should not be requested for distribution to children as there is already children's bicycle safety material available. The new folder is intended to fill a new need among the rising adult cycling population. ●

Traffic Safety Round-up

Province-wide Ministry safety contest bike winners in Bancroft and Sarnia

The Ministry of Transportation and Communications has a mobile safety display that's a familiar sight to thousands of Ontario citizens. The Traffic Safety Caravan, staffed by safety display officer George Johnston, travels the province between May and October every year, visiting community fairs and other public events and distributing safety literature and information.

Last year a bicycle safety contest was featured, and over 25,000 children from all over Ontario entered. Each child had to answer six questions on bicycle safety and the first boy's and first girl's entry drawn out of the box with all six answers correct won brand new 3-speed bikes. Girl's bike winner is Laura Lea McEathron, age 9, of Bancroft Public School, and boy's bike winner is Stefan Hellwig, age 10, of Sarnia.



The whole of Bancroft public school turned out to see Laura-Lea McEathron, girl's bike winner in the Ministry of Transportation and Communications province-wide bicycle safety contest, receive her prize.



Stefan Hellwig, 10, of London Road School in Sarnia, receives the boy's prize bike as winner of the Ministry contest. Safety display officer George Johnston of the M.T.C. and Sarnia Police Constable John Henderson look on.



Kathy Diotte, 21, has been chosen as Miss Sault Safety Council for 1974 by the Sault Ste. Marie Safety Council. A hospital medical records clerk, Miss Diotte will assist the group in its safety promotions during the coming year.

Coming Events

March 27, April 3, 10, 17, 24
May 1—Efficient Fleet Management Course, Ontario Safety League.

March 28 — Transportation Safety Association of Ontario's 32nd annual convention, Royal York Hotel, Toronto.

April 1-5—Fleet Maintenance Course, Ontario Safety League.

April 8-10 — Industrial Accident Prevention Association of Ontario Annual Conference, Royal York Hotel, Toronto.

April 15-19—Course for trainers of commercial drivers, Ontario Safety League.

May 11—58th Annual Meeting, Forest Products Accident Prevention Association, Windsor Hotel, Sault Ste. Marie, Ontario.

May 12-15—25th Anniversary Ontario Traffic Conference, Airport-Hilton Hotel, Mississauga.

September 8-13—6th International Conference on Alcohol, Drugs and Traffic Safety, Four Seasons-Sheraton Hotel, Toronto.

Sept. 12-14 — 18th Annual Conference, American Association for Automotive Medicine, Holiday Inn Downtown, Toronto.

September 23-26—Roads and Transportation Association of Canada Diamond (60th) Anniversary annual conference, Four Seasons-Sheraton Hotel, Toronto.

October 27-30 — 6th Annual Conference, Canada Safety Council, Royal York Hotel, Toronto.

BELT LAW, IMPAIRED DRIVING

(Cont'd from page 1)

toria where the belt wearing law has been in two years, there has been a 20.8% reduction in accidents. And in the rest of Australia where the law is just one year old, a 17.2% reduction in automobile deaths has been reported already throughout the country, while the serious injuries have been reduced by about 50%. These reductions have occurred even though the law does not make owners of older cars not equipped with belts install them, nor does it yet legislate for young children's car restraints. In a paper published in the October, 1973 issue of the Medical Journal of Australia, Dr. David C. Burke, medical director of a spinal injuries unit in a Melbourne hospital, wrote that during the two years after safety belt use became compulsory in that state, 27 per cent fewer patients were treated for spinal cord injuries than in the two years immediately preceding the legislation. The injuries of those treated during the latter two-year period were generally less severe than those who were treated before belt use became compulsory.



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Hon. John R. Rhodes, Minister.
A. T. C. McNab, Deputy Minister.

W. B. G. Reynolds, Manager, Safety Information.
Editor, Judith Adams.



ontario traffic safety

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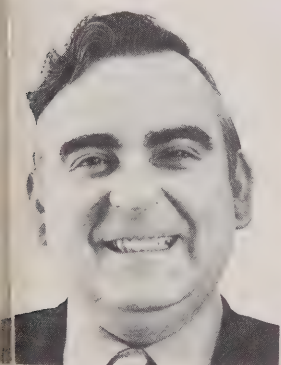
Driver improvement sessions change attitudes

"Second-time-arounders," those drivers who have previously lost their licences due to chalking up 5 points in the Demerit Point system and are now at the 9-point stage again, were part of a special kind of driver improvement course recently run as a pilot venture by the Ministry of Transportation and Communications. "It's an attempt to deal in a positive way with problem

the Ministry at the time he developed it, and has now become Executive Assistant to R. H. Humphries, Assistant Deputy Minister, Drivers and Vehicles. "Particular emphasis is placed on their approach or attitude to driving," he stresses.

The staff who have participated in the experiment say it's proving such a success that they are hopeful it will be adopted as regular Ministry procedure in future treatment of drivers who clock up too many demerit points. Now in the experimental stages, the system of putting the point-system offenders through a special three-session course rather than the usual procedure of going before a Ministry Review Officer for a 40-minute interview, seems to be paying off. "It's amazing how people change their attitudes between the first and the final sessions," remarked Don Carpenter, one of three Safety Instruction Officers assigned to the project. "At the first session, many of them are hostile people. By the last one, they're coming out of their shells, showing an interest, asking questions that show they've changed their ideas."

The total of three 2½-hour mandatory evening classroom exposures to driver improvement information, films, slides and dis-



ed Blake, author of course for point-system offenders.

ers, by giving them an opportunity to learn how to correct their past driving errors," explains Edward Blake, author of the three-session course who was Public Safety Consultant with

Trying to reach us? Only the number has changed.

You have tried to telephone the Ministry's Safety Office in recent weeks, and been mildly surprised when the Forensic Lab answered. We can explain.

Due to re-organization, the functions of the Safety Office have been separated as follows; and telephone numbers changed accordingly.

Public Safety and Information —

W. B. G. Reynolds, B. Wares, D. Cowan, J. Adams —
call (416) 248-3501

Safety Standards & Practices —

E. Laybourn, H. B. Wallace, T. E. Mahony, J. H. Read —
call (416) 965-2162

NATIONAL CHILD SAFETY WEEK — MAY 1 TO 7, 1974



Francis Thompson said at the turn of the century:

"Children's griefs are little, certainly; but so is the child, so is its endurance, so is its field of vision."

A child sees no peril in the approaching vehicle, or the shelf of drugs, or the pile of leaves. The adult must see, and protect the child.

The greatest grief, when a motorist runs a child down or when a child innocently drinks a fatal potion or falls on the tines of a rake hidden by leaves, is the grief of that child's family.

With constant care and attention, the children of Canada can be largely protected from mishaps. But it must be constant.

National Child Safety Week can serve as a time for strengthening our sense of responsibility to the children of this nation.

Marc Lalonde,
Minister of National Health & Welfare.

cussions has produced a great improvement in efficiency, Safety Instruction Officer Bill Boyle thinks. "Not only does it seem a more effective method that the previous one-to-one interview with a review officer," he points out, "but it's a far better use of the government employee's time."

And once they get over their

initial hostility, the repeat offenders react very favourably, according to a recent written critique by members of one repeater group, which revealed that by the time their three-session course was over, every one of the offenders was in favour of the new program. Said one man, "If I'd had this course years ago I'd be a better driver today."

Road Accidents—What's being done?

Third in a series of articles examining just what business, industry and some specific agencies are doing to try and reduce the toll of traffic collisions on our highways.

THE ADDICTION RESEARCH FOUNDATION

This government-affiliated organization works in the broad field of alcohol and drug abuse, at all levels of research, treatment and public education. The Foundation reports directly to the Minister of Health, and is supported for the most part through provincial public funds, although there is some additional money received from time to time through federal research grants.

A Board of Directors guides the 750-odd staff of researchers, biochemists and pharmacists, psychiatrists and psychologists, gastroenterologists and sociologists, to mention only a few of the many disciplines that come together at the A.R.F. The Executive Director David Archibald, M.S.W., founded the organization and has earned worldwide renown for his pioneering work in rehabilitation of the "chemically dependent"—an umbrella phrase that covers anyone addicted to any sort of drug including alcohol. He was a lecturer in social work at the University of Toronto where he began to develop his interest in the area that was to become the major part of his life's work. He was invited to join the Ontario government in 1948 and a year later, the Addiction Research Foundation was born.

Over the quarter-century a network of community A.R.F. offices has grown up across Ontario and the Foundation has become a valuable information centre for organizations, universities and individuals throughout the world. In 1972 the coveted Jellinek Award which is given every two years for the most outstanding scientific achievement either by a person or group, was awarded jointly to Dr. H. Kalant, a pharmacologist and head of A.R.F.'s Biological Studies Department, and Mr. R. Popham, Head of the Research Division of A.R.F. and a social scientist, for their "outstanding contribution to the study of the problems of alcohol."

Newest addition to the Foundation's headquarters at 33 Russell St. is an 80-bed hospital which was provided for when the



David Archibald, M.S.W., Executive Director of the Addiction Research Foundation.

new premises were planned. This Clinical Institute has facilities for emergency, outpatient and inpatient care, complete with clinical laboratory, radiology and pharmacy departments, and the entire facility is a centre for research and teaching.

Although a fairly small proportion of the Foundation's work appears to be directly related to the traffic accident problem, a brief look at the facts about alcohol use and abuse, and about traffic accidents in our society, shows clearly how vital and relevant A.R.F.'s work is to the prevention of road accidents.

—Alcohol is involved in over 50% of driver deaths due to traffic accidents in Canada.

—Of the entire adult population of Ontario over 15 years of age, about 80% drink some alcohol, and about 67% are licensed to drive.

—According to research conducted by A.R.F. and other organizations, the "problem drinker" or alcoholic, contributes far more than his fair share to the road accident problem.

—Close to 300,000 persons in Ontario drink enough alcohol (approximately 9 ozs. of whiskey or its equivalent in beer or wine daily), to increase their risk of contracting or-

ganic disease such as liver cirrhosis. Of this number, more than 145,000 have reached the stage of alcoholic illness.

"However, the stress at the Addiction Research Foundation is on learning to respect and live responsibly with the presence of alcohol in our society, since in fact, most people today cannot be said to abuse that right to drink", Director Archibald states. "But someone must accept the responsibility for giving the public alternate points of view, and giving individuals the information they need in making responsible decisions," he points out. For since the disappearance of the once-powerful temperance groups, "the 'dries' have been obliterated and the 'wets' can have a field day".*

The "Continental" style—civilized and harmless?

Many Canadians come back from abroad praising the style of drinking in France, where wine is integrated into all aspects of life, at every age. Says Archibald, "It is a style that ultimately ends in alcohol saturation, because, after all, there is only so much that people can drink . . ." He further points out that consumption of alcohol in France is the highest in the world, and that consumption rate increased only 1% over the past two decades, indicating that probably a saturation point has been reached. France has the highest death rate from liver cirrhosis in the world, six times higher than it is in Canada. 42% of the total health expenditures in France are attributable to the treatment of alcohol-related disease, and about 50% of all its hospital beds are occupied by patients suffering from such disease.

What of the other nations who have been slower to emulate France's drinking style? They appear to be hurrying to catch up, to judge from these figures: Ontario's average consumption in 1967 was 24% higher than in 1950; in Canada overall it was 30% higher. In the same time period, alcohol consumption in the Netherlands shot up by 111%, in Austria by 127% and



The A.R.F. offers help in a crisis—receive in-patient or out-patient care as their needs.

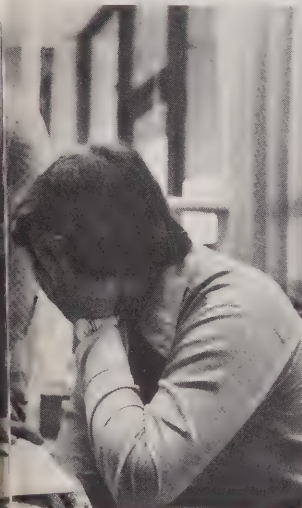
in West Germany by 196%. "It is this kind of drinking style and result we wish to achieve," asks Archibald.

The education aspect of A.R.F.'s work is of great importance to the whole field of traffic accident prevention and I. Eugene Leblanc, a scientist in the Biological Studies Department, is a powerhouse of new information, that should help stimulate the driving public into an awareness of just what driving after drinking means. A specialist in how drugs affect the body, Dr. Leblanc has been concentrating of late on the combination of various drugs and their effect on motor function, and conducted a research project recently together with students at a Scarborough Research Centre, to study the effects on drivers' tranquilizers and antihistamines when taken in combination with alcohol.

Dr. Leblanc is a lecturer in pharmacology at the University of Toronto, in addition to work with A.R.F. Driving, says, involves three things; speed (the ability to perform) proceeding, (making judgements while doing a number of things) attitude. It is on a driver's attitude that alcohol has the most dan-

ous effect during driving. It has been found, Dr. Leblanc says, to increase the driver's acceptance of risk-taking behaviour, and obviously risk-taking increases the probability of accidents.

"An oft-quoted example of the increased risk-taking threshold is a British experiment by Cohen et al in 1958", Dr. Leblanc recounts. "British bus drivers were asked to drive through a gap between a pair of light standards after drinking. Some drivers re-



...or drug-dependent people may
...relling or therapy, depending on

ceived no alcohol, others received two ounces of whiskey and a third group was given six ounces of whiskey. Each group was asked to indicate the narrowest gap through which he thought he could always drive his bus, the width of gap through which he was willing to try, and finally to actually attempt to drive through the gap.

"Both the control group and the group which took two ounces of whiskey thought they could always drive their buses through a gap of 8 feet 1½ inches. However, the control group was able to get through a gap of 8 feet ½ inches and the other group through a gap 8 feet 7 inches wide.

"After they had drunk six ounces of whiskey the final group thought they could always get through a gap only 7 feet, 10½ inches but actually got through a gap of 8 feet 7½ inches. All of these are the mean figures for each group, but it is interesting to note in addition that three of the drivers who had only had the one-ounce doses of whiskey were willing to attempt to drive through a gap that was actually 1½ inches narrower than their 'buses'!"

The Foundation has local

A.R.F. offices in more than 35 communities throughout Ontario. All of them are equipped to offer out-patient counselling, and some have in-patient facilities available. The main premises at 33 Russell Street in Toronto are the largest and offer the most complete service.

At this individual treatment level, patients come to the clinics in various ways—always voluntarily—through referral by AA, or by a physician, or by employers or on their own. "A patient receives a very careful physical examination at the outset", explained Dr. Wolfgang Schmidt, A.R.F.'s Associate Director of Research in Social Studies, "then depending on his need, he might be admitted to our in-patient clinic or to one of our out-patient clinics, and there is a wide variety of treatment available to him."

The treatment services offered in association with the A.R.F. are many, and they vary from region to region. They include detoxication—the process of 'drying out' in which the individual usually needs help with accommodation and food until he can get back on his feet again; crisis centres where drug emergencies or 'bad trips' are cared for and many innovative services provided by and for young people; clinical services for both outpatient and in-hospital treatment of physical disease and psychological disturbance that results from drug or alcohol use.

The 'halfway house' has become one of the most successful ways to help the alcoholic re-enter society, and most of the regional A.R.F. offices are involved in a halfway house operation, whether it's one they support totally or cooperate in running with other community agencies. Youth involvement centres are another part of community services where young people meet, talk about their anxieties and develop interests and relationships that many serve as alternatives to drug use.

In the area of research, the A.R.F. has many links with other organizations concerned with the problem area of drinking and driving. The Foundation is represented on the International Committee on Drinking and Driving, formed to come up with recommendations to the Ontario government on the most appropriate means to combat this major social problem.

Mr. Archibald is chairman of the planning committee for the forthcoming 6th International Conference on Alcohol, Drugs and Traffic Safety, which is being held in Toronto from September 8th to 13th. The Conference is expected to draw about 500

distinguished participants from around the world in the medical, scientific and related fields. Dr. Schmidt is in charge of planning the scientific program.

Research being conducted recently by the A.R.F. includes a pilot project carried out jointly with the Ministry of Transportation and Communications in nine Ontario communities last December. Extensive publicity and advertising aimed at increasing public awareness of the dangers involved in driving after drinking, was used in nine select centres and compared with nine other control communities. Evaluation of the effectiveness of the program was an important built-in part of the overall plan, and is still underway.

Another project concerned with rehabilitating drivers who have been convicted for drinking and driving is in the planning stage. "There's a good deal of interest in the 'Phoenix experiment' which originated in Arizona under Dr. James Malfetti of Columbia University", Dr. Schmidt explained. "Drivers who had been convicted of impaired driving were given re-education sessions, and it seemed to work. Very few of them repeated the offence. We hope to conduct a similar experiment in an Ontario city in the near future."

The quality of the message

A point that has recurred throughout this series of articles exploring activities and needs in traffic accident prevention, has been that education is only valuable if it's the right kind, and that there is too little done to measure and evaluate education programs—either safety or drug—to see if they're achieving the intended aim. The A.R.F.'s Information Centre Manager, Gerry Hill, states that this evaluation aspect of education has increasing importance at A.R.F. In fact there is an Evaluation Studies Department under Dr. R. Smart, Associate Director of Research, which has as its prime interest developing new methods of measuring treatment, research and educational programs.

"The whole point being that throughout the U.S. and perhaps Canada to some extent, a lot of time, people resources and financial resources have been committed to educational work, and this has too often been of the 'Seat of the pants' variety," Gerry explained. "The early attempts at drug education for example in the U.S. are thought of now as being perhaps not just ineffective, but actually counterproductive."

A classic example Hill cites is the phrase "speed kills"—referring to the drug amphetamine.

"The idea was that if you simply said 'Speed Kills' often enough and long enough you could make adolescents so anxious that they would be afraid to experiment with amphetamine. Now some researchers have suggested that, while this kind of approach might be effective with the group who probably wouldn't have used speed in the first place, among the group who might have a high



Dr. Wolfgang Schmidt, Associate
Director of Research at the A.R.F.

risk potential, the scare tactic aspects of the message may have excited and attracted, rather than deterred them." And some of the early attempts with alcohol education may have been equally misguided. "Attempts which focused dramatically on the horrors of the life of an alcoholic may well have reinforced some people's determination not to become alcoholics, but the hopelessness of the situations portrayed may well have also reinforced a lot of heavy drinkers in the feeling that they were done for," Hill said.

The other basic direction in which the work of Dr. Smart's Research Department is moving is a continuing series of surveys of drug use levels in the community, particularly the adolescent community. And Director Archibald comments on a general trend in this area.

"Three years ago, when we reported that almost 20% of our high school students had tried marihuana, parents and school officials reached the edge of panic. A few months ago, when we reported that almost 80% of high school students drank alcohol, and many of these were drinking frequently, there was one collective yawn. Even worse, there was a feeling of relief that at last youngsters in our schools had come to their senses, and had come back to something we could all accept. **If there was ever misguided complacency, this is it.**"

**(See "Changing Drinking Patterns in Ontario—Some Implications"—an A.R.F. publication).*

St. Thomas students produce two safety films

About twenty students representing the Parkside Collegiate Student Safety Council in St. Thomas travelled by school bus to Toronto recently to present a special showing of two films they had made themselves. The presentation was held at the Ontario Safety League, and hosted by Pat Cooney, Child Safety Director.

Mr. William Findley, Driver Instructor at the Collegiate who has encouraged the development of the student safety council ever since its formation in 1971 drove the bus to Toronto and participated in the audio-visual presentation with his students.

"These young people have turned disasters into examples and learning experiences", he commented in reference to the first film, a 30-minute treatment of the importance of driver education. Students acted out real-life accident and injury situations in the film, and showed how they should be dealt with.

The second film, a 40-minute three-screen slide-film production, dealt with school bus safety, and it was chiefly this that the selected audience of school officials, representatives of government, bus companies, Consumers Association of Canada, and other interested groups had been invited to see.

"Safe Student Transportation" covers the whole subject in an original, students-eye-view of the history and growth of school bus transportation, laws governing safe condition of the school bus, student behaviour and driver behaviour, and the role played by school staff and board officials. It includes an expedition to the Ministry of Transportation and Communications safety check lanes, and a detailed examination of the mechanical fitness required in a school bus under present regulations.

The student safety council has an executive council of thirteen student members who work with the direction of the principal and the driver instructor at Parkside.

Remember that school bus stopping law

Motorists who are unaccustomed to driving on highways outside the city around school arrival and departure times may need special reminders that there's a law requiring them to stop for a school bus under certain circumstances. This is the way the law reads in the Highway Traffic Act:

"Where a school bus is stopped on a highway or part of a highway on which the maximum speed limit is greater than 35 miles per hour, for the purpose of receiving or discharging school children, the driver of a vehicle

a) when **overtaking** a school bus on which the words "do not pass when signals flashing" are marked and two red signal lights are illuminated by intermittent flashes; and

b) when **meeting** on such a highway, other than a highway with a *median strip, a school bus on the front of which two red signal lights are illuminated with intermittent flashes, shall stop the vehicle before reaching the school bus and shall not proceed until the school bus resumes motion or the signal-lights are no longer operating.



There's a special law to help children who travel by school bus get across high-speed highways safely.

*A "median strip" means the portion of a highway so constructed as to separate traffic travelling in one direction from traffic travelling in the opposite direction by a strip of pavement of more than ten feet in width, a physical barrier or an unpaved strip of ground.

The law is designed to help children who travel on school buses get across high-speed highways once they've got off the

bus, either going to or coming home from school. So when you see a bus with flashing red lights ahead of you, either in your lane of traffic or coming toward you, get ready to stop: it's the law.

Coming Events

May 1-7 — **CHILD SAFETY WEEK**—a Canada Safety Council campaign, held in cooperation with the provincial safety league and councils across Canada.

May 11—58th Annual Meeting, Forest Products Accident Prevention Association, Windsor Hotel, Sault Ste. Marie, Ontario

May 12-15—25th Anniversary Ontario Traffic Conference, Airport-Hilton Hotel, Mississauga

September 8-13—6th International Conference on Alcohol, Drugs and Traffic Safety, Four Seasons-Sheraton Hotel, Toronto

Sept. 12-14 — 18th Annual Conference, American Association for Automotive Medicine, Holiday Inn Downtown, Toronto

September 23-26—Roads and Transportation Association of Canada Diamond (60th) Anniversary annual conference, Four Seasons-Sheraton Hotel, Toronto

October 27-30 — 6th Annual Conference, Canada Safety Council, Royal York Hotel, Toronto.



Driver Instructor William Findley with Parkside Collegiate students.

Enrollment of work groups has produced a membership of about 120 students, mostly those in-

involved in driver education currently or past graduates of the program.

ontario traffic safety

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Hon. John R. Rhodes, Minister.
A. T. C. McNab, Deputy Minister:

W. B. G. Reynolds, Manager, Safety Information.
Editor, Judith Adams.



ontario traffic safety

Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario



Toronto to host International Conference on impaired drivers

Recent press stories on the disastrous interaction between drugs and driving have focussed increasing public attention on the problem of road accidents due to impairment. This coming fall, from September 8th to 13th, an important international conference devoted to reducing traffic fatalities and injuries involving the use of alcohol and other drugs will take place in Toronto. The Sixth International Conference on Alcohol, Drugs and Traffic Safety, held in association with the International Committee on Alcohol, Drugs and Traffic Safety, and the International Council on Alcohol Addictions, will take place at Toronto's Four Seasons-Sheraton Hotel.

About 450 registrants are expected to attend from all over the world. Participants will include speakers and delegates from as far away as Russia, Japan, Zambia, Puerto Rico, Britain and The Netherlands, and as near as the United States and Canada. Says Chairman of the Conference Planning Committee H. David Archibald, who is Executive Director of Ontario's Addiction Research Foundation:

"Data from many countries testify to the increasing involvement of alcohol with traffic and industrial accidents, injuries and death. Now, with increasing supply and increasing use of a wide range of drugs that affect the central nervous system, the problems are compounded". Mr. Archibald points out that throughout the world we have an increase in the use of alcohol, an increase in the

use of drugs and at the same time a great increase in the number and power of motor vehicles. Add to this the fact that more young people are consuming alcohol and drugs who have enough money to own powerful automobiles, and we get an idea of the growing complexity of the problem.

Papers at the Conference will fall under five general topic areas: "The Epidemiology of Alcohol and Drug Related Traffic Accidents"; "Pharmacological, Physiological and Psychological Aspects relevant to Driving Impairment"; "Analytic Methods"; "Control and Prevention"; and "Public Education and Information".

The man in charge of the Conference Program, Dr. Wolfgang Schmidt, also of Ontario's Addiction Research Foundation, expects the program content will interest law enforcement agencies, insurance firms, automobile manufacturers and highway safety organizations as well as specialists in the highly technical fields concerned.

Professor R. F. Borkenstein, Director of the Center for Studies of Law in Action at Indiana University — the man who invented the "Breathalyzer" — will be among the Plenary Session speakers at the Conference.

Medical Conference

During the same week, the American Association for Automotive Medicine will be holding its conference at Toronto's Down-

(Cont'd on page 2)

Child car seat safety regulations

New federal regulations under the Hazardous Products Act will soon require much greater safety standards for children's car seats and harnesses sold in Canada.

Federal Consumer and Corporate Affairs Minister Herb Gray announced last month that "the new requirements will be phased in over 18 months. This is needed so that the industry will have sufficient time to develop and put on the market seats meeting the new requirements".

Any seat manufactured after July 31, 1974 and any seat sold after October 31, 1974 must comply with the first stage of the new regulations, which is directed toward further reducing the likelihood of abdominal or other internal injuries and providing better protection under frontal vehicle crash conditions at the earliest possible date by reducing permissible movement of the test body used in the static test from 12 inches to 6 inches.

Any seat sold after October 31, 1975, will be subject to additional

standards required by the second stage of the new regulations. These include requirements based on dynamic tests to simulate vehicle crash conditions under frontal, rear and side impacts.

"This is most important because of the popular trend toward compact cars with smaller interior dimensions and the fact that the danger of head injuries to children in car seats in these cases would be even greater than in larger cars", Mr. Gray said. "While there has been some suggestion that parts of the regulations are in advance of current technology, I believe they are required because experimental testing has shown that seats meeting the new requirements would result in greatly improved protection for our children under vehicle crash conditions".

Effective November 1, 1974, seats on the market must be labelled as complying with safety standards required by the Children's Car Seats and Harnesses

(Cont'd on page 2)



Special car seats are a must for children, who are vulnerable to injury and death in even low-speed crashes and sudden stops. Child restraints also prevent this kind of horseplay, a dangerous distraction for the driver.

OTS bulletin — more pages, less often

After seventeen years as a four-page monthly publication, Ontario Traffic Safety is now changing to a new printing schedule. Beginning with this issue, every two months there'll be at least eight pages of comprehensive local and national safety news, rather than the former four-page bulletin that readers have been receiving each month. Next publishing months in 1974 will be August, October and December.

Road Accidents—What's being done?

Fourth in a series of articles examining just what business, industry and some specific agencies are doing to try and reduce the toll of traffic collisions on our highways.

THE CANADA SAFETY COUNCIL

This umbrella safety organization in Ottawa embraces a very wide field of accident prevention activity throughout Canada. Its areas of interest extend in several directions: public information—the dissemination of educational information on all aspects of accident prevention; engineering standards—working along with industry, government departments and standards organizations; and legislation—making suggestions for improved legislation in safety matters.

The Council's relations with the press, radio and television are all important, and are receiving strong emphasis at present, since it functions as a central information source on just about every aspect of safety—traffic, home, recreation and industrial. In addition to the monthly news publication *Safety Canada*, which stimulates discussion on current topics of importance, Public Information Manager Rick Green keeps a steady two-way information flow going between the Council and the mass media, largely through personal contact and swift response to their requests for facts.

"We work with the total community, including national associations, professional and business groups, industry and so on", explains Mr. Philip J. Farmer, the Executive Director of the Canada Safety Council. "We try to play the role of catalyst, by providing informative material and action programs for other organizations to take over and use".

Mr. Farmer has been with the C.S.C. since 1966, when it was still the Canadian Highway Safety Council. Two years later it merged with the National Safety League and the Industrial Safety Association to form the present Canada Safety Council. "Now we have three operating sections which roughly reflect the work these three separate organizations used to do", explains Farmer. The Public Operating Section includes home and child safety, recreation and farm safety. The Traffic Section works in automotive engineering, laws and enforcement, driver training courses of all kinds and many other relevant areas. The Occupational

Operating Section is the third and most recently activated section. It acts as a co-ordinating body for all the occupational safety work in Canada, and has about 50 such groups working with the C.S.C. in this role now.

Strong Volunteer Support

Besides the 20 paid staff at Canada Safety Council headquarters at 30 Driveway, Ottawa, there are a number of important volunteer committees, which in effect make available to the Canada Safety Council the top expertise in Canada—engineers, doctors, educators and finance experts—and in some cases the U.S. too, in devising its various programs.

What are these programs? They range from a neat packaged Baby Sitter Training Program for community groups, to an Off-the Job Safety kit for the staff of large corporations, which encompasses the whole spectrum of accident possibilities in a person's life outside of working hours.

"It's the off-job time that's the most hazardous", says Director Farmer. "And employers are showing a lot of interest because these accidents cost them money in lost time".

In its role as co-ordinator of approximately 50 organizations in Canada who work in the general area of occupational safety—Workmen's Compensation Boards, departments of labour and of health, and accident prevention associations—the Canada Safety Council has already taken a major step toward preventing duplication of efforts in this field. A three-volume inventory has been prepared by the Occupational Section, of all the occupational safety resources available from co-operating educational groups, in current use today. "This way our member organizations do not have to waste time and money each doing the same thing", says Arthur Bray, manager of this Section.

Covering the Cycling Scene

A motorcycle training program is the latest achievement of the Traffic Operating Section managed by Edmund Hession. It's a timely project, because with the growing trend toward motorbikes



Motorcycle training is important for the novice bike driver, and a view by the Canada Safety Council, with a view to reducing the motorcyclist toll.

there's a corresponding growth in accidental injury and death on these vehicles. "We'd like to see our course as a prerequisite for licensing", says Hession. "At the moment a lot of these motorcycle accidents are happening in the first few months when kids are just learning. There's nowhere to learn. They buy a bike and just ride it down the road. Yet experience has shown that about 14 hours learning on the bike is needed before a rider can cope with the vehicle in traffic".

The course is a basic 18-hour one, and was prepared with the help of the Council's Motorcycle Training Advisory Committee representing the motorcycle industry, various safety leagues and councils, and government Transport departments.

The Ontario government were pioneers in producing a motorcycle training course back in 1969 when the motorcycle 'population explosion' began to show its effect on the traffic accident picture. This course, which was developed with the very considerable help of the Canadian Motorcycle Association, in turn led into the development of the national training program by the

Canada Safety Council.

"It's a two-way exchange between ourselves and the provincial and local organizations or governments", explained Executive Director Philip Farmer. "We often get ideas that have been developed in communities or provincial agencies, and turn them into national programs which we then make available to the whole country".

Teaching Survival

The carefully laid-out lessons for instructors contain admonition that the material, ready flexible in design, should not be changed radically. All essential elements for teaching the novice rider are included and the fundamental purposes to create competent safety-conscious, responsible motorcyclists. "The ultimate aim of course instructors is to teach survival ends the preface. And the Council is leaving nothing to chance."

The launching of the program in February, 1974, involved assembling of highly qualified and well-recommended motorcycle instructors from all Canadian provinces who were especially trained as an elite group

Chief Instructors. After becoming thoroughly conversant with the course, they had the task of training 300 Instructors in their respective provinces during March and April and these instructors in turn are now busily engaged in training classes of novice riders. The entire program was planned through careful consultation with government departments, cycle clubs and safety groups, and sponsored financially to a large extent by the Motorcycle Indus-



program has been developed rate in Canada.

y Import Committee. "We just couldn't have a motorcycle program without their assistance", comments Hession.

Other programs for safety on wheels include a bicycling course for youngsters, the famous Defensive Driving Course that community groups can organize for adult motorists who could use a good brush-up (and who couldn't?) and the Pro Driver course for young people.

by Sitting and Block Parents

For a number of years the Council has offered a baby sitter training course packet to provincial safety organizations who in turn distribute them to local community girl guide groups, church organizations and others interested in providing this kind of service locally. The first such course was prepared in Ontario through the joint efforts of the Ontario Safety League, the Ontario Tuberculosis and Health Association and the Northumberland-Durham TB and Health Association, and given to the national body to administer across the country. It has undergone considerable streamlining since then, as experience with it over



"We believe our volunteer agency helps governments and society to reach all Canadians with good safety programs", states Council President Bruce Legge. Here he presents to Howard Pyle, Past President of the National Safety Council in the U.S., a plaque in recognition of his outstanding contribution in the field of accident prevention. Left to right: Philip Farmer, Executive Director, Canada Safety Council; Mr. Legge, Mr. Pyle and James Thackray, Vice President, Western Region of Bell Canada, C.S.C. Past President and a member of the Council's volunteer Board of Directors.

the years indicated desirable changes. "It's been a highly successful attempt to see that young children are being looked after by thoughtful, trained baby-sitters", comments Bob Plunkett, Manager of the Public Safety Operating Section.

Another child-protection project, also originating at the grassroots level by a London, Ontario group, is now being conducted in one or two other communities and is just being made available now by the Canada Safety Council for Canada-wide use. It's called a "BLOCK PARENT" program, and is designed to provide youngsters with protection against bullying, molesting and other harassment on the streets. On any given street, one or two homes are designated by agreement to be "block parent" homes and a sign is made clearly visible in the window to passing children. Any child in trouble can seek help from the block parent.

Major programs in this sec-

tion are the national campaign 'Weeks' which the Council organizes through the mass media, provincial safety organizations and industry to draw attention to particular hazards at appropriate times of the year. Child Safety Week, May 1-7, has become a tradition in Canada and attracts wide publicity each year. Simi-



E. G. Hession
Manager, Traffic Safety

larly Safe Boating Week July 1 to 7, and National Farm Safety Week July 25-31, focus in on specific types of accidents that claim large numbers of Canadian lives each year.

Railway Crossings

The high number of level crossing accidents in Canada has prompted the Canada Safety Council to take action on several fronts. "We've run a couple of information campaigns, and put out some film clips for television", says P. G. McLaren, former General Manager of the National Safety League of Canada now serving the Canada Safety Council in a consultative capacity.



A. R. Bray
Manager, Occupational Safety

"We have an audio-visual presentation for high schools, and some model draft legislation for the Canadian Provinces governing these highway-railway crossings".

The major points of concentration in the model draft legislation are detailed crossing procedures governing bus and school bus drivers, vehicles carrying explosive substances or any poisonous or flammable substances.

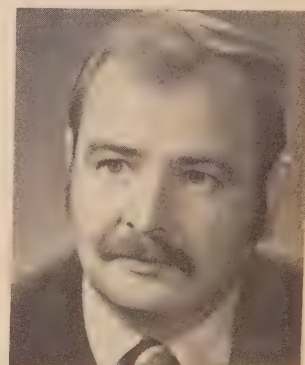
Drinking and Driving

Suggested changes to the Criminal Code of Canada relative to drinking, drugs and driving are another special project in which the Canada Safety Council have been involved for some time. While the Council supports the present .08 Law, they point out that it has not increased the risk of an impaired driver being arrested, does nothing to rehabilitate the problem drinker charged with impaired driving, and does not provide for impairment by drugs other than alcohol.

Cranes and Conferences

The Council holds regular Annual Meetings to which the public is invited, and occasional one-time efforts on problems of a topical nature. Latest of these was a Conference on Construction Cranes, which was convened in Ottawa last year by the Council and attended by about 350 delegates from around the world. "There are no standards for construction, for selection and training of operators, for inspection and maintenance of cranes. We've had collapses and all kinds of accidents. Some deaths and a lot of near misses — and this is true all over the world. So it's an area of immediate concern, and what we tried to do is bring together the users, the manufacturers, and the government people". Out of this came performance and maintenance standards for cranes, and a group was formed that has gone into the subject of certification and training of crane operators.

(Cont'd on page 6)



R. M. Plunkett
Manager, Public Safety

(Cont'd from page 5)

Alcoholism in Industry

Another subject that has the Council interested from the accident point of view is the problem of drinking on the job. There is a possibility of a national seminar being organized on this topic, says Farmer, out of which could grow some sort of national program. "This would be carried out through safety organizations, business and industry, through the alcohol treatment centres and other relevant bodies".

But do they work?

The Canada Safety Council is among the many organizations who are concerned with evaluating their messages to the public. Are they having the right result? Can they even be measured?

"This is one of our great lacks", says Executive Director Philip Farmer. "It would be worth a lot of money to be able to evaluate the existing programs we have".

Research is an area into which C.S.C. wants to expand. Both at the Canada Safety Council and at the Traffic Injury Research Foundation there is talk of working more closely together in future. Each organization sees

ways in which the other could complement its work.

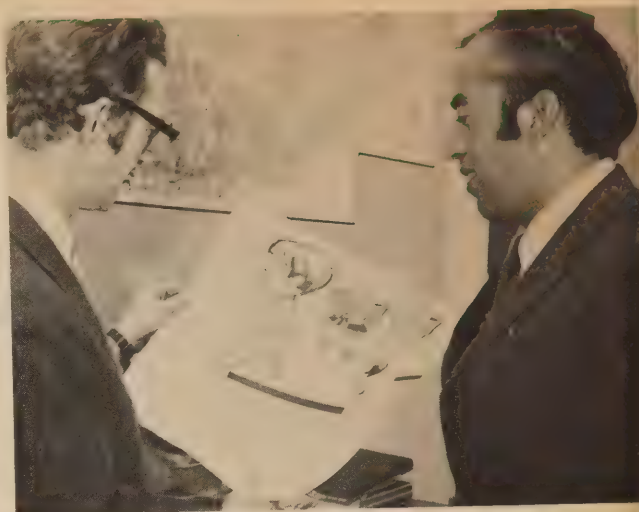
A comprehensive approach

Does the Canada Safety Council appear to be accomplishing its goals? "I'd say we've achieved our objectives to date", says Executive Director Farmer.

"In 1968 we set ourselves a five year plan, and we've been trying to develop a comprehensive approach to the traffic safety program; Elmer, bicycle safety, motorcycle safety, driver improvement courses are all part of this approach".

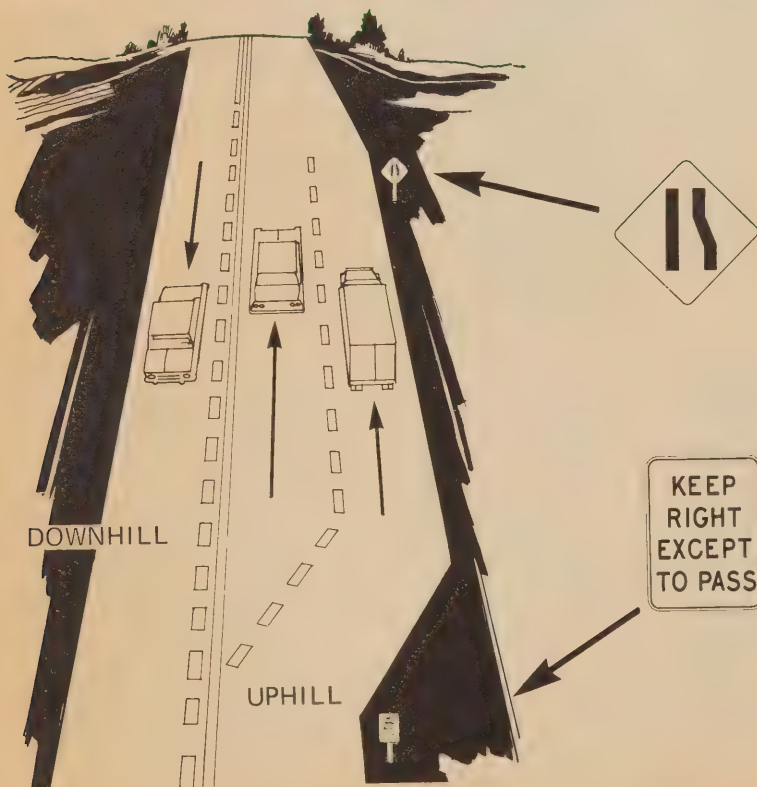
"And we know that some of our campaigns work. Fifteen years ago when the parent body started holding Safe Driving Week before Christmas, December was the worst month in the year for accidents. Now it's dropped way back to number 7. We have a consistent drop in the number of deaths in that month from the preceding years, anywhere from 30% to 50%. It's all because the whole country gets behind it — the community, the police, the provincial Premiers and the Mayors, the government departments and provincial safety organizations. So we have to believe that a concentrated campaign works".

South American safety official visits Ministry



Professor Hipolito Hidalgo, Public Relations Officer with the government of Ecuador, South America, recently paid a visit to the Ministry of Transportation and Communications. Professor Hidalgo's duties include safety education in Ecuador's 350 schools. Here he consults with Douglas Cowan, Safety Information Officer, on the Ministry's safety programs currently in use in Ontario's schools.

ARE YOU FAMILIAR WITH THESE SIGNS?



This sign advises you are approaching the end of the climbing lane. A driver in the right hand lane must merge with other traffic in the centre lane which is moving in the same direction. The faster moving traffic has priority in the right-of-way since the slower moving lane is ending.

This means you are approaching a location where a climbing lane has been provided. You are required to move into the right hand lane unless you are overtaking a slow moving vehicle. Normally the centre lane is used for passing by both directions of traffic.

(Cont'd from page 3)

Their meanings might seem obvious, said Dewar, but recent research in his laboratory at the University of Calgary suggests that a great many symbols are completely unknown to Canadian drivers, and that certain symbols are difficult to learn and remember.

Emergency Care

Three pilot studies of emergency medical care have recently been conducted in the Ottawa region, reported Dr. H. Locke Robertson, who outlined the methods by which he and a research team propose to proceed now with the main study. Dr. Robertson is a past President of McGill University, and past Medical Director of the Traffic Injury Research Foundation which has sponsored the emergency care study to date. The wider projected study will receive funding by the Department of National Health and Welfare. The quality of emergency services can be studied in several major areas: the scene of the accident, the ambulance service, the hospital emergency care facilities and, in the case of fatal accidents, the coroner's records. Dr. Robertson's team have already been observing the work of ambulance personnel and hospital personnel during emergencies, in the course of their pilot studies. "We've found so far that we can mingle with the other casual observers without bothering anybody, and that we don't appear to be getting in the way in the hospital situation, which is very important", said Dr. Robertson. The team plans to abstract the records of cases of certain severe injury, and coroners' records of deaths from injury, during their study.

Driver Behaviour

David J. Hieatt, a member of the Ontario Ministry of Transportation and Communications Safety Research office, delivered a paper on methods of measuring driver behaviour. The mental stress imposed by the driving task — contrast a straight, wide empty road with the 401 during rush-hour — and the driver's perception of risk or danger associated with his surroundings were two major components investigated during a recent research project which became identified as VTOPROBE. "Equipment was developed which could measure each driver behaviour and what was happening in the environment, with a few vehicle characteristics thrown in", Hieatt ex-

plained. The project was funded by the federal Ministry of Transport, and was developed in co-operation with Dr. Gerry Wilde, Mr. Grant Curry and Mr. Hieatt.

Drunk Driving

L. P. Lonero, also with the Ontario Ministry of Transportation and Communications Safety Research office, gave the preliminary results of a recent experimental campaign for prevention of drunk driving conducted in nine Ontario communities, last December.

"The social and economic costs imposed on the province by drunken drivers are not precisely known", stated Lonero. "A very rough but conservative estimate recently placed the loss in dollar terms at \$80,000,000 per year, and that's only a fraction of the social cost. Drunk drivers are responsible for hundreds of deaths

and thousands of injuries each year in Ontario alone".

The December, 1973 campaign was organized by the Safety Information section of the Ministry whose Public Safety Consultants helped to set up local back-up publicity committees in nine target communities. The Safety Research Section of the Ministry and the Addiction Research Foundation Evaluation Studies unit were responsible for evaluation design. A 'before and after' telephone interview survey showed how the message got across. In campaign cities, about 43% of the subjects recalled a recognizable message from the advertising campaign that had been conducted. In all surveys, about 53% favoured expenditure of more resources on enforcement against drunk drivers, and about

54% thought police should be able to stop any driver and make him take a breathalyzer test on the spot.

Accident records for the target and control cities were perused for evidence of the campaign's effectiveness in bringing down the number of drinking-driving accidents, but no such effect was evident. "This isn't altogether surprising", said Lonero. "You can't see a statistical trend within such a short period of time".

The number of people surveyed who reported they had avoided driving home after drinking too much rose in the campaign cities between the before and after surveys, but, Lonero comments, "It seems especially clear that the public information campaign has a long way to go before we can be content with its effectiveness as a counter-measure to drunk driving".

TTC wins again



For the seventh consecutive year, the Toronto Transit Commission has been awarded the American Transit Association's Silver Plaque, for its achievement in traffic and passenger safety during 1973. Since 1967, the first of the seven years, the traffic accident rate has been reduced by 37% — a remarkable performance record in view of increased traffic congestion in the Metropolitan Toronto area. During this same period, reported motor vehicle accidents in Metro increased by more than 50%. Here T.T.C. operator Bruce Cameron (Danforth Division) receives the Silver Plaque from American Transit Association President Robert T. Pollock. Operator Cameron has twenty consecutive years of safe driving.

Tire booklet available

Consumer Guide to Tire Care and Safety, a booklet produced by the Rubber Association of Canada, is being offered to interested members of the public, free of charge to individuals, and for a nominal cost if ordered in quantities.

Published in cooperation with the Canada Safety Council, the

booklet outlines the characteristics of bias, belted bias, and radial tires, and offers special tire safety tips for motorists.

Write to:

The Rubber Association
of Canada
100 University Avenue
Toronto, Ontario
M5J 1V6



New film, first aid training

Nine Steps to First Aid, a 9-part training film that totals 2 hours of viewing time, is now being provided by the St. John Ambulance organization in Ontario, to interested schools, industries, government departments and other groups involved in first aid training.

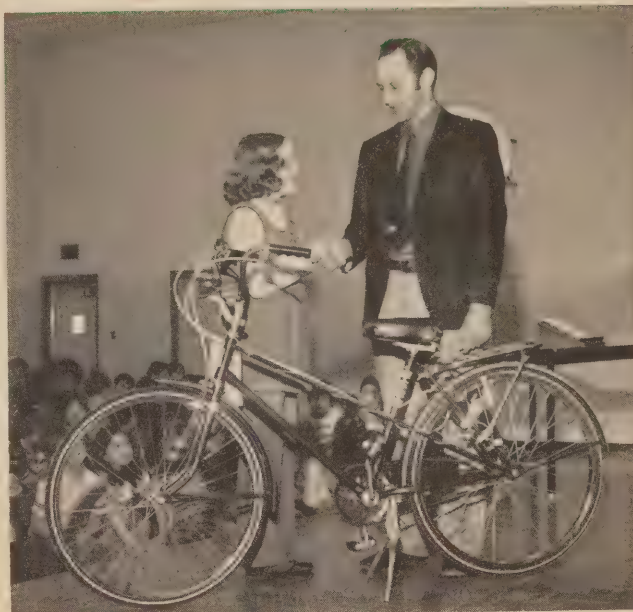
The film is related to the nine 40-minute lessons of the 6-hour St. John Ambulance Emergency First Aid course, and incorporates accident prevention education with the teaching of St. John First Aid techniques.

The audio-visual package is available in colour with sound, in 16 mm or in 8 mm cartridge. Readers wishing further information should contact their local St. John Ambulance, or write to:

Director of Training
St. John Ambulance
46 Wellesley St. E.

Toronto, Ont. M4Y 1G5 •

Bike winner in London



Winner of Ministry of Transportation and Communications safety contest Nicolette Copeland, 10, a grade five student at St. Joseph's Catholic Elementary School, is presented with a brand new bicycle by Mr. Stuart Woods, Chairman of the London & Middlesex County Roman Catholic Separate School Board.

Bike reflective tape kits available

Bicycle reflective tape, which is mandatory under the Highway Traffic Act, is not always easy to find. The Ontario Safety League, 409 King St. West, Toronto, Ontario M5V 1K1 is now offering kits of 2 strips of red 1" x 5" and 2 of white reflective tape for placing on front forks and rear fenders or saddle stays of bicycles, at a price of 28c.

Coming Events

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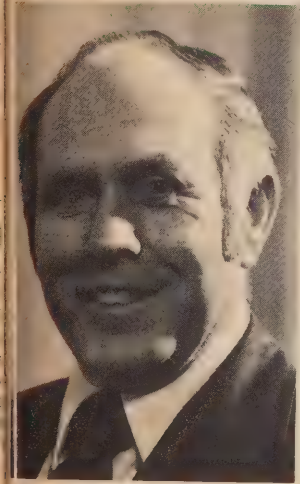


Ministry of
Transportation and
Communications

ontario traffic safety

Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario

H. F. Gilbert New Deputy Minister



H. F. Gilbert

Harold F. Gilbert, presently Assistant Deputy Minister, Administration in the Ministry of Transportation and Communications, will become the Deputy Minister effective September 1st. Mr. Gilbert will be replacing T. C. McNab who has been appointed Chairman of the Toronto Area Transit Operating Authority.

North York Traffic Tribunal — A Pilot Project

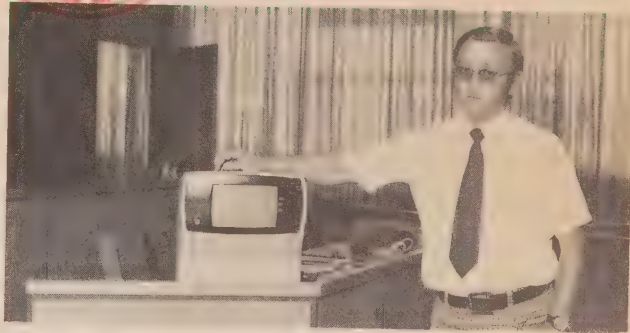
Minor offenders offered short course in better driving

When a driver commits a minor traffic offence in North York, he has a chance to participate in a new process now in the testing stage.

First, he attends the newly-created North York traffic tribunal at 1300 Don Mills Road. The atmosphere is somewhat less fobidding than the usual courtroom setting, and that's intentional.

"It's a less formal, more flexible, more conversational approach to the trial of minor traffic offences", stated Ontario's Provincial Secretary for Justice and Attorney General Robert Welch, when he announced the pilot project in June.

Just down the hall from the courtrooms, there's a one-hour Driver Improvement Program offered all day long during court sitting times. Whether the accused pleads guilty, innocent or the new plea the Tribunal has just introduced of "guilty with an explanation", the offender may be offered the opportunity of voluntarily attending the program when he is before the hearing officer. Attendance is then taken into consideration when he returns to the hearing room and the fine is determined.



Bill Boyle, Driver Improvement Centre's Supervising Instructor at the new North York Traffic Tribunal, shows how a driver's record of convictions and demerit points can be called up on computer terminal during hearing.

Driver records accessible

There are two video screens installed in each of the hearing rooms. And a person's driving record can be called up via computers at the Ministry of Transportation and Communications Downsview headquarters.

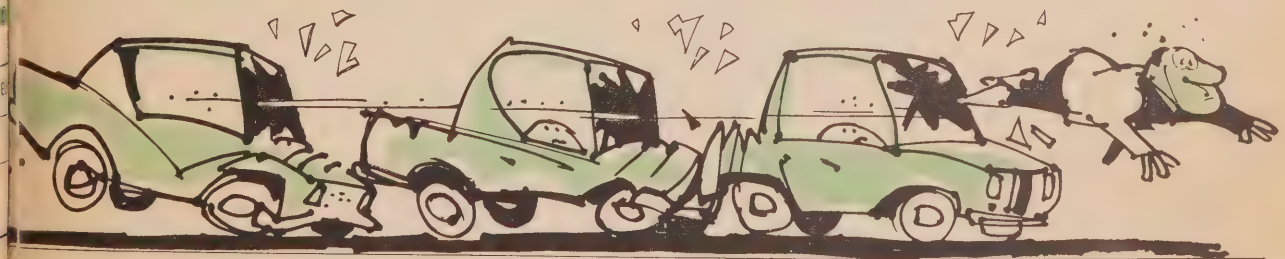
Both the new plea and the driver improvement program, grew out of recommendations from the "Committee on Alternative Forms of Trial and Disposition for Minor Traffic Offences under Provincial Statutes and Municipal By-Laws", chaired by Chief Judge F. C. Hayes of the

Provincial Court (Criminal Division).

To date, the instruction officers who put the minor offenders through the one-hour session are pleased with the changes they see.

"People often come into the classroom convinced they're wasting their time, and at the end of an hour, they've changed their minds", said one of the instructors Bill Gibbons.

"It remains to be seen whether the effect we have on them is a lasting one", cautions Bill Boyle, who directs the Driver Improvement Program, "but we'll only find that out over a period of time".



STILL NOT USING SEAT BELTS? WHAT'S HOLDING YOU BACK?

Looking for safety teaching aids? These programs work!

Child road deaths still on decline as overall totals increase

Fewer children are becoming traffic fatality statistics in Ontario, indicating there's a lot of work being done to educate children to stay alive. And it looks as if some of it is paying off.

When you look at overall deaths and injuries from road accidents since 1971, you see a steady rise over the three years. Total deaths rose by over 200, and injuries by more than 3,000 in this province.

But in the 14-and-under age group, deaths went steadily down.

Still there's a lot more work to be done. We can be glad that there were 42 fewer children killed on Ontario roads this past year than there were in 1971. Yet there were still 194 deaths in

this age group.

And no one can accept a constant road injury rate among children of about 12,000 annually. If education works for some youngsters, and the indications are getting stronger that it does, it has to work harder, for all of them.

Programs for teachers and police — they need teamwork

The Ministry of Transportation and Communications offers free teaching aid programs to assist people busily trying to help school-age children stay alive—the primary school teachers of this province, and the police traffic safety officers. And the teachers and officers are consulted in the preparation of the material.

There are items for nursery school and kindergarten level, for school bus and school safety patrols and for bicycle safety, as well as the familiar Elmer the Safety Elephant program. Both the Elmer and school bus materials are now offered in French as well as English.

A co-operative effort

Last year, before settling on the activity sheets, games and quizzes to be produced for schools, the Ministry asked teachers in about 2,500 schools about it in a questionnaire. And the year's printed material was based on their reply.

This year, a questionnaire has gone off to the police safety officers in the province, asking for

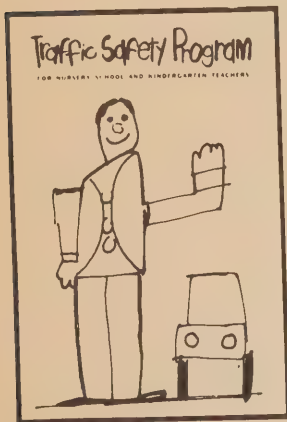
opinions about the Elmer folder and measuring tapes supplied to them as teaching aids last year. It is also seeking opinions about a colouring book produced for this year.

"It's a joint effort, the business of teaching children safety," points out Bess Wares who is in charge of the Ministry's school safety publications.

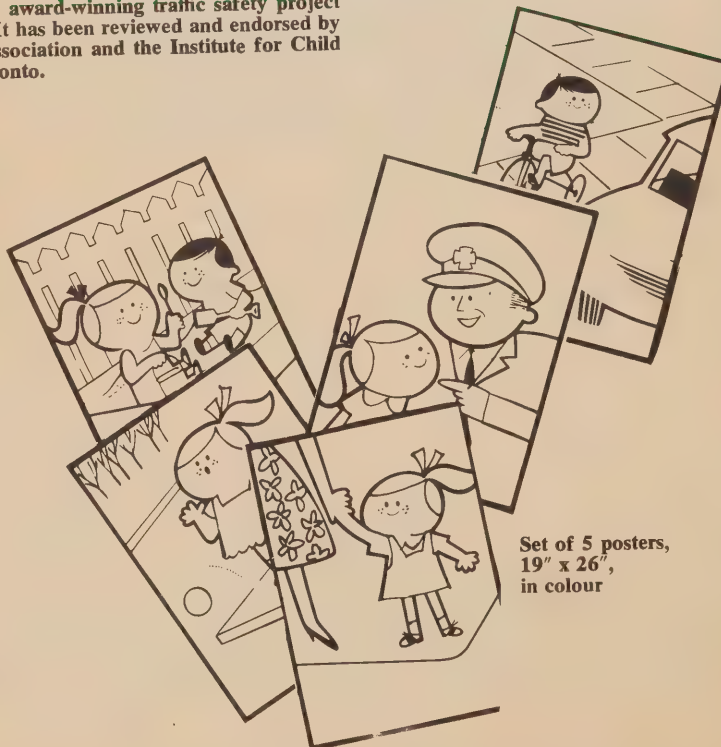
"The material has to be effective, and the people who work with the kids know best what works for them. Once we have good teaching material, we'd like to see it used as widely as possible. To date only about two-thirds of the province's teachers use it, so, we're making a special effort this year to see that they know what we're offering."

For nursery school and kindergarten

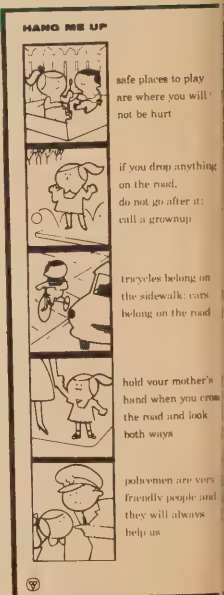
This program is based on an award-winning traffic safety project of the Toronto Junior League. It has been reviewed and endorsed by the Ontario Nursery School Association and the Institute for Child Study of the University of Toronto.



Teacher's Manual

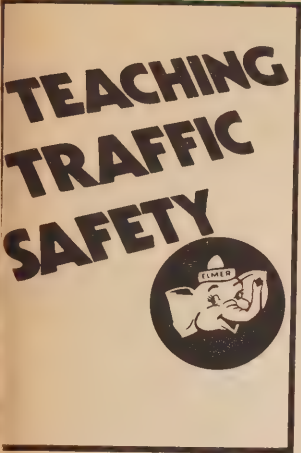


Set of 5 posters,
19" x 26",
in colour



Hang-me-up chart

Available to anyone teaching nursery school or kindergarten.



Teacher's Guide
suggests lessons, methods, projects and includes safety Songs, stories and verses. Contains information on school bus behaviour and patrols, and lists sources of additional materials.

3' Illustrated Hang-Me-Up Measuring Tapes
with both imperial and metric scales.

Set of Six Colourful Wall Posters, 12" x 18"
Each poster illustrates one of Elmer's six traffic safety rules.

- 1 Look both ways before you cross the street.
- 2 Keep out of parked cars.
- 3 Ride your Obedient sign.
- 4 Play games in a safe place away from traffic.
- 5 Walk, you cry.
- 6 Where the walks, walk.

Elmer's saving lives says Metro Police Inspector

"I don't doubt for one moment that Metro's child accident figures would be much higher if we didn't have the Elmer the Safety Elephant Program in the schools", said Inspector Fred Wootton, of the Metro Toronto Police Traffic Safety Bureau.

The bureau puts out a monthly report showing the number of school children at fault in traffic accidents, and classifies them according to the six types of accidents that Elmer the Safety Elephant's rules were designed to prevent.

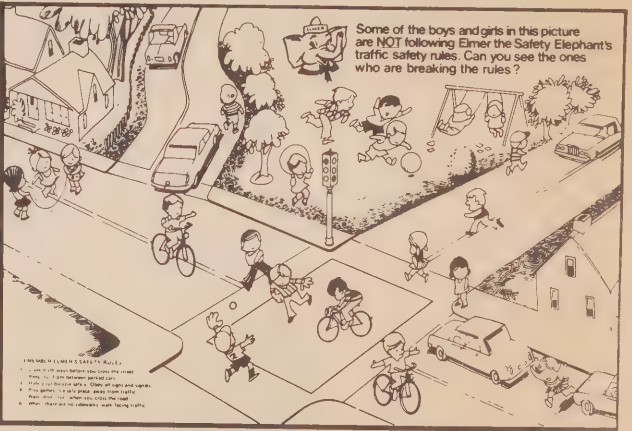
For the school year up to the end of May this year, 713 elementary school-aged children in Metro were at fault in traffic accidents. Three were killed. Figures for the final school month of June will not be released until

September. But to date, the fatality figures compare favourably with last year's school year total of 12 child pedestrian and cycling fatalities in Metro.

What they were doing:

Ran while crossing road	264
Crossed from between parked cars	175
Careless cycle riding	136
Failed to look all ways	91
Played in roadway	42
Improper walking where no sidewalks	5

Only 256 of the total 'at-fault' accidents happened while going to and from school. The remaining 457 occurred at other times of the day. 528 of the children were in the four-to-nine age group.



Spot the Traffic Safety Errors—for grades 3, 4 and 5.

Join the Rule and the Illustration—for grades 1 and 2.

There are traffic laws for pedestrians too!

Join the Rule and the Illustration—for grades 1 and 2.

Quiz Sheets—for pedestrian and bicycle safety—grades 6, 7 and 8.
Questions based on actual traffic laws.

- 1. READ ELMER THE SAFETY ELEPHANT'S SIX TRAFFIC SAFETY RULES CAREFULLY.
- 2. Then find the right picture to go with the rule and draw a line from the rule to the picture.
- 3. RIDE YOUR BICYCLE SAFELY. ONLY ALL LIGHTS AND SIGNALS.
- 4. WALK, DON'T RUN, WHEN YOU CROSS THE STREET.
- 5. KEEP OUT FROM BETWEEN PARKED CARS.
- 6. PLAY GAMES IN A SAFE PLACE AWAY FROM TRAFFIC.
- 7. LOOK BOTH WAYS BEFORE YOU CROSS THE STREET.
- 8. WHERE THERE ARE NO SIDEWALKS, WALK ON THE CURB.
- 9. WALK SAFELY, DON'T RUN.

School safety patrols

Student safety patrols began in the 1920's. Today there are patrols operating in more than half of the elementary schools in Canada.

Their job is to guide and control children, never to direct traffic, and never to step into the travelled portion of the roadway.

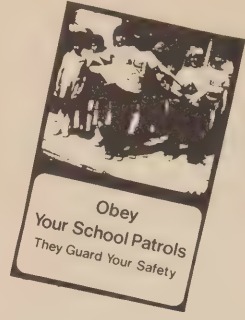
Home and school associations, motor clubs and local government support them actively.

In Ontario, Ministry personnel provide school boards with the facts about operating school patrols; police safety officers carry out the training in co-operation with the ministry's public safety consultants and with the financial sponsorship of various local agencies.

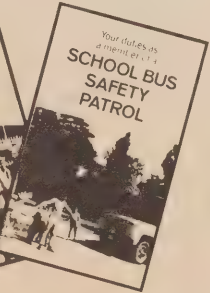
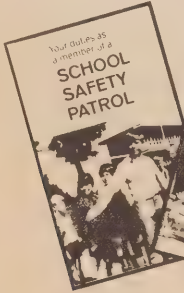
Who needs them? Your community may!



Save Lives with School Safety Patrols — a folder that answers adult questions about patrol programs. Available to the general public and for use in schools.



Poster — a reminder for use in schools where there are already school safety patrols.



Your duties as a member of a school safety patrol — a school bus safety patrol
Two booklets to help in training new patrol members

School bus safety program

Last year in Ontario, 558,549 pupils rode the school bus every school day. And while school buses have a pretty good safety record three pupil passengers died.

The emphasis in school bus safety teaching in this material is directed to the children themselves, pointing out how to behave safely on the bus with special emphasis on being very careful when crossing the road. Though drivers are required to stop in certain situations children are taught not to count on them doing so in every case.



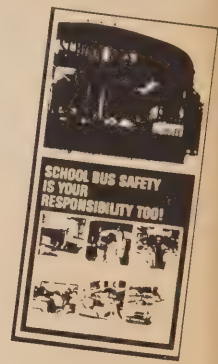
For Junior Grades — Colouring booklet, illustrating the safety rules.



Grades 5 and up — Folder, illustrating safe bus behaviour photographs and words.



Poster — For junior grades.



Poster — Grades five and up

These school bus items are available for teachers only in English and French.

NOTICE TO TEACHERS

If you would like to obtain any of the child safety program material described in this publication:

- Check with your principal to see if catalogue and order forms are already at your school.
- If catalogue and forms have not been received, contact this office and they will be sent to you.

Ministry of Transportation and Communications
Public & Safety Information Branch
1201 Wilson Ave.
Downsview, Ontario M3M 1J8



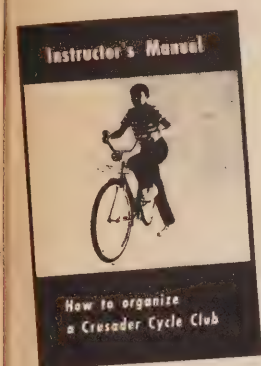
Bicycle safety—

The Crusader Cycle Club

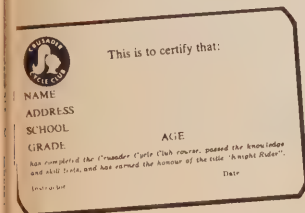
Available to community groups

A popular training program for young cyclists, known as the Crusader Cycle Club, is offered by the Ministry to clubs, church groups, cub groups and service clubs as a safety project they can conduct at the local level.

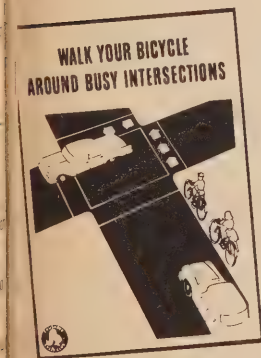
There are three main phases: Instruction of the children in rules of the road and safe cycling habits; inspection of the bikes themselves to see that they are kept in safe riding condition, and examination of the cyclists to make sure that they have learned the safety lessons and are safe, competent bike riders.



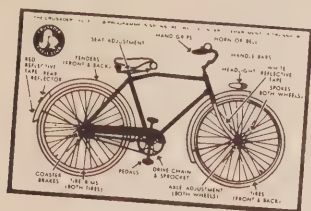
Instruction manual



Wallet card



Set of 9 posters, 14" x 20"



Bike inspection card



Folder & bookmarks



Announcement poster, 14" x 20"

Each child, on joining the Club, becomes a Crusader. On passing complete course of instruction, each receives a badge in the form of a knight's shield and helmet, plus a wallet card which confers the title of Knight Rider.

LETTERS to the Editor

Mr. A. T. C. McNab,
Deputy Minister,
Ministry of Transportation
and Communications,
1201 Wilson Avenue,
Downsview, Ontario.

Dear Mr. McNab,

As you are aware, the 12th Annual Mixer Truck Rodeo sponsored by the Ready Mixed Concrete Association of Ontario was held on Saturday, June 1, at the parking lot of the Ministry of Transportation and Communications located at Highway 401 and Keele Street. There were two classes, namely Tandem and Tractor/Trailer, and each contestant had to be at least one year accident-free to participate. The drivers had an appearance and attitude test after a written examination that covered driving and concrete product knowledge.

Our ready mix company, Premier Concrete Products, became seriously interested in this competition last year at which time we won six out of twelve awards, including the Champion of Champions. This year we did even better—we won eight out of the twelve awards including the Champion of Champions again.

Our men are now so interested in the competition that we find it necessary to have try-outs for the team.

Notwithstanding the above "commercial", the main reason for my writing you is that I thought you might be interested in the dramatic improvement in our safety record since we commenced seriously participating in the Rodeo.

January 1—June 30, 1973

8 accidents, 230 lost man days

July 1—December 31, 1973

6 accidents, 37 lost man days

January 1—June 1, 1974

2 accidents, 8 lost man days.

In addition to the above, the garage and maintenance employees have achieved 19,790 hours this year without a compensable accident and the aim is to make 1974 completely free of this kind of accident. Our previous high was 7,992 hours.

It is our feeling that the safety improvement is partly a result of the Rodeo in that a driver cannot compete unless he has at least one year accident-free. This certainly seems to indicate that highway safety is primarily one of attitude.

Sincerely,
W. M. Bateman,
President,
Lake Ontario
Cement Limited

Willowdale, Ontario

Dear Sirs:

I was travelling westbound on Steeles Ave. yesterday evening at approximately 6:00 p.m. when I noticed an ambulance approaching in my rear-view mirror. Its lights were flashing. I pulled over to the right hand side of the road, to allow it to pass, but the ambulance was going to make a left hand turn to go south-bound on Bathurst Street.

Most of the traffic seemed to ignore the presence of the ambulance, and continued at its normal speed, not allowing the vehicle to pass quickly and carry on its way. The siren was not used, but there have been other instances when I was travelling and noted that the traffic did not stop for emergency vehicles even when they were using their sirens.

I was most disturbed by this incident, and kept thinking how those few seconds could have saved somebody's life.

There has been much discussion lately in the news, about the length of time it takes for an ambulance or fire-truck to arrive on the scene of an accident. Much of the problem, I feel, stems from the fact that many of these vehicles are caught in traffic, and that is where much of the valuable time is being lost.

It would be ridiculous to ask policemen to stop vehicles and give out traffic tickets, because their job is to get to the scene of an emergency too.

I believe that education is probably the best solution, and that the news media can be an extremely useful tool. I realize that this solution is very expensive, but not as expensive as losing lives.

Dara Cipin.

Editor's note:

It is the law, under the Highway Traffic Act, section 106 (1) (a) and (b), for motorists to make way for emergency vehicles, as follows:

(1) The driver of a vehicle, upon the approach of an ambulance, fire or police department vehicle or public utility emergency vehicle upon which a bell or siren is sounding or a lamp located on the roof of a vehicle is producing intermittent flashes of red light, shall immediately bring such vehicle to a standstill:

(a) as near as is practicable to the right-hand curb or edge of the roadway and parallel therewith and clear of any intersection; or

(b) when on a roadway having more than two lanes for traffic and designated for the use of one-way traffic, as near as is practicable to the nearest curb or edge of the roadway and parallel therewith and clear of any intersection. ●

Road Accidents—What's being done?

Fifth in a series of articles examining just what business, industry and some specific agencies are doing to try and reduce the toll of traffic collisions on our highways.

THE ROADS AND TRANSPORTATION ASSOCIATION OF CANADA

60th Anniversary Year

If ever there was a behind-the-scenes operator in Canadian road safety, and one that has stayed out of the limelight now for 60 years, it has to be the Roads and Transportation Association of Canada.

Founded in 1914 as the Canadian Good Roads Association, in an era when road safety primarily consisted of steering clear of the horses and buggies and not breaking an arm from the kick of the starting crank, the Ottawa-based Association's greatest contribution to road safety has taken place out of the public eye.

Curiously enough, however, the results of its safety efforts are intensely scrutinized every day by millions of Canadian motorists.

Every time a driver notices a traffic sign, signal or pavement marking, he is looking at a safety feature devised under the wing of the Roads and Transportation Association of Canada (RTAC, as it's generally called). The very design of the roadbed over which he travels has many safety features, and these too will probably conform to standards set by the Association.

To start at the beginning—

For the first 40 years of its existence, up to the 1950's, the Association was the champion of road development in Canada, rallying forces from the public and private sectors in the pursuit of a modern road system for the nation. While safety was probably not uppermost in the minds of its members at the time, the Association pointed out time after time in resolutions and briefs that better roads were needed, not only for economic development and social reasons, but to reduce the hazards of driving.

More roads and smooth surfaces, however, did not eliminate safety problems. They brought more cars, higher speeds — and more accidents. Concerned over the increasing total of disasters on the roads, the Association began in 1954 to give a prominent place to safety in its annual conference programs. Here, leading Canadians from the public and private sectors discussed developments in this area with the several hundred road experts in attendance, urging them to adopt more and better safety measures, and to research new ways of combating highway accidents. These sessions have been features of most annual conferences since, this year being no exception (see box).

On the Association's initiative, a federal-provincial conference on motor vehicle accident statistics was also convened in 1954 by the Dominion Bureau of Statistics. The meeting established a standard highway accident reporting form for the whole of Canada.

Convinced that still more should be done in this area, the

Association took the lead the following year by calling the first Canadian Highway Safety Conference, adding the support of a wide variety of other organizations with an interest in the subject, including insurance, motor vehicle manufacturers, tire manufacturers and other groups. The conference was a success, the most outstanding result being the agreement to establish and support a Canadian Highway Safety Council, which 11 years later became the Canada Safety Council (See previous issue, No. 4 in the series). RTAC still has strong links with the latter organization working in close cooperation in a number of areas.

With one success under its belt, the Association turned its attention to another area demanding action — that of road signs. Up until the 1950's, in spite of sporadic attempts to introduce uniformity in traffic signs, the Canadian motorist was still faced with a bewildering hodgepodge of signs in various shapes, colours and designs. Each province had different standards as did many municipalities. To drive in unfamiliar territory was a challenge to the motorist as not a particularly safe one at that, as he might easily miss the message of an unfamiliar sign or fail to decipher it while driving a vehicle into the danger it was warning him about.

With the goal of bringing order out of this chaos, the Association founded a body which came to be known as the Council on Uniform Traffic Control Devices for Canada, rallying representatives of all provincial highways departments as well as other major interested parties such as federal



Looking at some of this year's 50 pages of revisions to the Manual of Uniform Traffic Control Devices for Canada are (left to right) J. A. Sharp of the Regional Municipality of Ottawa-Carleton, Chairman of the Editing and Publications Committee of the Council on Uniform Traffic Control Devices for Canada; S. C. Wilson of the federal Ministry of Transport, Chairman of the RTAC project group on road safety; W. J. Cook, RTAC staff transportation analyst and secretary of both groups.

ations of police chiefs, municipal governments and sign manufacturers.

The Council's record since its beginning in 1956 has been impressive — its primary contribution to safety being the Manual of Uniform Traffic Control Devices for Canada, now used by all jurisdictions in this country and in some provinces, written into the traffic act.

Almost 100 volunteers are actively engaged in the Council's work at present, constantly re-evaluating the standards and trying out new and better ideas. Briefly, this is the course followed — after extensive testing, a new standard may be adopted by the Council and added to the manual. A short while later, it will make its appearance on Canada's roadsides.

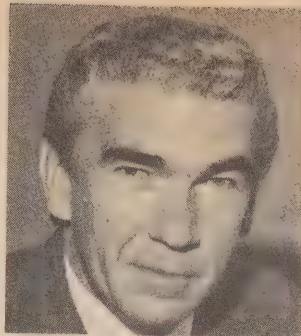
The Council has made good use of the services of specialists such as psychologists and graphic

adian road designer, and provision for the highest possible highway safety standards is inherent in every facet of the publication.

A host of other RTAC project groups are making their contribution to road safety in Canada — in the areas of developing better paving materials, better maintenance and pavement management practices, and better design practices for bridges, among others.

One group is now conducting an extensive study of roadside hazards and safety design elements of roads, emphasizing current practices in all parts of Canada, and it is expected that this authoritative report will be forthcoming within the next year.

RTAC has also expanded its safety horizons, just as it has broadened its general scope to include all aspects of surface transportation. For instance, the



R. W. D. Hanbridge, Executive Committee Chairman of RTAC.



RTAC Managing Director C. W. Gilchrist.

of the Association's managing director, C. W. Gilchrist, "In its studies, RTAC, like so many other organizations, is increasingly adopting a systems approach, examining problems in their totality. This of course demands intensive study of the safety aspects of almost any

transportation project, for safety is a vital part of each".

So the outlook for the next 60 years as they commence is a continued quiet, practical, behind the scenes tackling of the technical problems of transportation safety and their efficient and timely resolution.



The bad and the good: a poorly-designed road is a safety hazard (left). On a similar stretch of terrain, photo right shows how good road engineering practices can make driving easier and safer.



designers in developing clearer and simpler systems, among these, increased use of symbology other than words, and the adoption of certain colours to indicate signing categories. It also issues the definitive word on pavement markings — all those white and yellow stripes you see on the roads — and on the planning and design standards for traffic lights.

And not to be overlooked is the Council's liaison role for Canada with similar bodies in the United States, Europe, Latin America and with the United Nations.

Equally as important as traffic control devices is the road itself, and here again RTAC has had a powerful voice in developing better and safer streets and highways in this country. First issued more than a decade ago, its Manual of Geometric Design Standards is the bible of the Can-

Association's project committee on vehicle weights and dimensions, a massive long-term study looking into the relationship between heavy commercial vehicles and the Canadian road system, will during the course of its task give serious consideration to the safety aspects of the operation of such vehicles.

In its role as a technical and general information coordinating and disseminating body, RTAC has a resource centre consisting of a library and links to American and European computer-held data bases. Included in the 16,000 volume library are almost 2,000 publications on road safety. All of these are available free of charge to Association members or researchers, as are the American and European holdings which also contain substantial material on road safety.

And the future? In the words

An Invitation

RTAC's September Annual Conference

A truly different traffic safety session will be presented at this year's Roads and Transportation Association of Canada annual conference. For the first time in Canada, the newest idea in traffic safety — loss reduction — will be examined in theory and practice by Canada's number one experts in the field. Featured will be "The Anatomy of a Crash" by Keith Godfrey, B.C. Research Council, followed by presentations on the driving environment, the vehicle and the driver himself.

Also on the program — an audio-visual presentation on roadside hazards across Canada, the pros and cons of removal of these hazards including costs, and discussion of what will and will not work in educating the public on road safety, based on worldwide experience.

The session will be chaired by W. R. Fleming, an RTAC director and president of the Ontario Safety League.

Of definite interest to anyone involved in road safety, the session slated for Tuesday, September 24 (2:30) at the Toronto Four Seasons Sheraton Hotel will not only be open to RTAC delegates but to the public at large.

Vera Falldien Memorial Award Presented

The special Vera Falldien Memorial Award was presented this year to van and storage company owner Fred Goodine, for his company's outstanding safety promotion work among children.

The award is presented each year in memory of Mrs. Falldien, outstanding city council woman, alderwoman and active Safety Council member who died in 1968. It is awarded to the group, school, club or individual most instrumental in promoting safety, particularly among children, in the Sault Ste. Marie community.

The plaque was presented by the Sault Ste. Marie Safety Council to Mr. Goodine at its annual safe drivers' award dinner, which honours local commercial drivers with accident-free records.



City Alderman Art Gualazzi looks on as Fred Goodine received the third Vera Falldien Award from Kathy Diotte, Miss Sault Ste Marie Safety Council.

ontario traffic safety

Published monthly for those interested in promoting traffic safety. Contents may be reprinted without reference to the Ministry of Transportation and Communications except where credit is given to other sources. Readers with safety activities to report should write Ontario Traffic Safety, Ministry of Transportation and Communications, 1201 Wilson Ave., Downsview M3M 1J8.

Hon. John R. Rhodes, Minister.
A. T. C. McNab, Deputy Minister.

Coming Events

August 26-29—Dynamic Design for Safety—a seminar for highway designers, planners and traffic engineers developed by the Institute of Traffic Engineers—University of Toronto. Phone Toronto, 485-5040.

September 8-13—6th International Conference on Alcohol, Drugs and Traffic Safety, Four Seasons-Sheraton Hotel, Toronto. Contact Conference Manager, 33 Russell St., Toronto.

September 12-14—18th Annual Conference, American Association for Automotive Medicine, Holiday Inn Downtown, Toronto. Contact Traffic Injury Research Foundation, 74 Stanley Avenue, Ottawa, about registration.

September 23-26—Roads and Transportation Association of Canada 60th Anniversary annual conference, Four Seasons Sheraton Hotel, Toronto. Contact RTAC at 875 Carling Avenue, Ottawa. (613) 729-5185.

Sept. 30-Oct. 3—National Safety Congress, Chicago. For registration information contact H. W. Champlin, 425 North Michigan St., Chicago, Illinois.

Oct. 7-11—Fleet Supervisors Course, Ontario Safety League, 409 King St. West, Toronto.

October 21-24—4-day course on Modern Control Methods for Traffic Signal Systems, University of Toronto, Downtown Campus. Contact Dept. of Civil Engineering, U. of T., Toronto, attn: Traffic Signal Systems.

November 18-19—2-day Conference on Advanced Techniques in Fleet Safety Management; Ontario Safety League. Contact E. L. Moore, O.S.L., 409 King St. W., Toronto. (416) 362-1516.

Traffic death and injury down in '74

Ontario's fatal collisions are down 12.9 percent for the first quarter of 1974, announced Minister of Transportation and Communications John R. Rhodes, at a special director's luncheon of the Ontario Safety League.

And total deaths due to road collisions were down 10.4 percent compared to the same period last year.

"I trust that this downward trend is due in some degree to our ministry's well organized program of traffic safety education," said the Minister, referring to the teaching aids provided to Ontario schools right from nursery level on up through high school where driver education course are available.

But the picture is still far from good, the Minister went on. "I believe one of the sad features of modern society is that we are losing our capacity for surprise," he commented.

"It doesn't surprise many, for example, to hear or read that 1,959 people died in traffic accidents in Ontario in 1973, and that more than 97,000 suffered personal injury".

November 24-26—Ontario Trucking Association, 48th Annual Convention, Royal York Hotel, Toronto. Contact (416) 247-7131.

W. B. G. Reynolds, Manager, Safety Information.
Editor, Judith Adams.

POSTAGE CANADA POSTES

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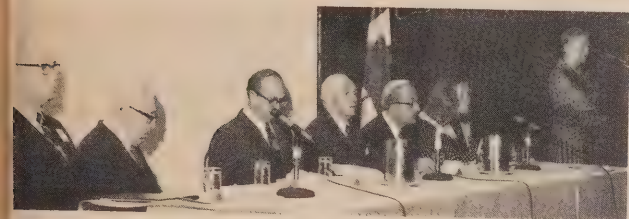


Ministry of
Transportation and
Communications

ontario traffic safety

VOLUME 17, NUMBER 7, SEPTEMBER 1974

Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario



Honourable Pauline M. McGibbon, Lieutenant Governor of Ontario, welcomed delegates at the opening session of the conference. Shown above, left to right, are: W. B. G. Reynolds, chairman of the public relations committee; Sir Edward Wayne, International Committee on Alcohol, Drugs and Traffic Safety; Dr. H. David Archibald, chairman of the planning committee; Hon. W. Earl Rowe, chairman of the committee of honour; Professor R. F. Borkenstein, inventor of the Breathalyzer; Dr. Eva Tongue, International Council on Alcohol and Addictions, and Mrs. McGibbon.

Laws, penalties, education have failed to stop drunk drivers around the world

Legislation aimed at apprehending impaired drivers, penalties imposed on those who are caught and mass public education campaigns have all been virtually fruitless in getting drunk drivers off the roads in almost every country in the world.

That was the verdict passed by G. J. S. Wilde, a Queen's University psychologist, in the wind-up session of the conference.

Dr. Wilde gave countless examples to back up his claim. Among them were:

Since Canada passed breathalyzer legislation in 1969, no measurable effect upon road accident rates has occurred. They are just as bad as they ever were—even though a public safety campaign accompanied the introduction of the legislation.

Blood alcohol content levels found in impaired drivers also remains constant in Canada. Little change has occurred since breathalyzer legislation.

In Austria, following a drunk-driving campaign, a study showed it too had failed to influence road accidents and blood alcohol content levels. In Australia, drinking drivers showed little belief in the statement that their driving capabilities were seriously impaired at blood alcohol levels up to approximately .08 per cent by weight. Their own life

experience would not substantiate such a conclusion.

- An intensive drinking-driving campaign conducted in Texas for one year showed that blood alcohol levels found in impaired drivers afterwards remained unchanged. However, 70 per cent of those apprehended could recall the campaign message.
- Studies show that between 40 and 70 per cent of drinking drivers whose licences have been suspended or revoked continue to drive. The longer the period of disqualification, the greater the likelihood that it will be disregarded.
- In Germany, it was found that the longer the jail sentence for drunken driving, the greater the probability that the same driver will commit the offence again.
- It has been determined that a person punished for impaired driving feels he is bearing the

(Cont'd on Page 6)

LEGAL DOG LACKS TEETH

Problem of identifying impaired driver makes risk of detection minimal

"The legal dog lacks teeth" was the way H. L. Ross of the University of Denver, summed up the effectiveness of drinking and driving laws in his talk at the section 4 plenary session, dealing with the control and prevention of alcohol-related driving problems.

"The threat of a fine, loss of driver's licence and risk of physical injury could reasonably be expected to affect the decisions of many drivers as to whether and when to consume alcohol", he said. "But because of the problem of identifying a driver on the road as impaired and because of the minimal risk of detection, the driving public can validly assume that the legal dog lacks teeth".

He traced the development of the legal response to the problem of the drinking driver in Sweden and Britain. He began with the horse and buggy days of the early 20th century through to the mid 1920's (when laws were passed specifically forbidding operation of a motor vehicle while intoxicated) to the later years (1934 in Sweden and 1962 in Britain)

when provision was made for blood tests to be administered those accused of drinking and driving.

"Previous to the blood test legislation, there were problems in judging the extent of impairment. There were also problems when there was a bias on the part of the judge—leading to acquittal where an unbiased court would convict.

In Sweden, prison is a standard punishment. And the legal level of impairment is only .05.

What effect did the 1934 legislation have in Sweden?

"My search of Scandinavian sources for satisfactory evidence concerning deterrent effect of the drinking and driving legislation led to the conclusion that such evidence was not available", the speaker said.

What effect did the legislation have in Britain?

"Immediately following the enactment of the British Road Safety Act of 1967, there was a sharp drop in highway casualties, which was attributed by supporters of the act to the effect of the legislation.

He suggested, however, that the act is no longer effective because data on the blood alcohol concentrations among highway fatalities, which declined from 1967 to 1968, had returned to its previous level by 1971.

He also suggested that the key to the success of the British law at the beginning was the government's success in convincing British drivers in 1967 that there was a significant risk that drivers who drank more than the permissible amount of alcohol would be caught.

"The risk of apprehension for a drinking driver in Britain is realistically quite minute. And this fact is increasingly being learned by the public who are adjusting their behaviour in consequence".

SPECIAL ISSUE

During September, Toronto hosted the sixth in a series of International conferences designed to bring together the most up to date knowledge about driver impairment as a global problem.

Researchers, pharmacologists, criminologists, legislative analysts, the judiciary, law enforcement agencies, automotive industry and the insurance field, from some 30 different countries, attended.

This special issue of "Ontario Traffic Safety" contains the highlight information made available at the conference.

More men arrested as impaired drivers

Fewer women than men are arrested for impaired driving although findings show females to be as alcoholically inclined as their male counterparts. The ratio is two to one in some countries—one to one in others.

Pascal Scoles, a clinical psychologist and assistant community college professor from Philadelphia, attempted to provide the key to the puzzle at the conference.

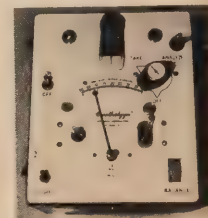
"I know in Philadelphia there is a tendency for police not to charge females unless they are severely impaired", said Scoles. "It's chauvinism—usually women get off with a warning".

He added that he does not think female alcoholism has the same degree of irresponsibility as male alcoholism.

"Many women won't drive after they drink", he said.

Social norms were also cited as a possible reason for fewer female arrests.

"In most cases, impaired women are in the company of a impaired man when they get into a car", he said. "And he's the one who is doing the driving. Also, more men than women own cars".



The Breathalyzer assists police apprehending intoxicated drivers.

ARE WE ARRESTING THE WRONG PEOPLE?

Are we arresting the wrong people in our counter-measure drinking-driver programs?

Do mass arrests for impaired driving prevent fatal crashes?

Richard Zylman, of New Brunswick, New Jersey, suggested we might be arresting "the wrong drunks" in a report given to an afternoon session.

"It is commonly believed that drivers arrested for impaired driving are of the same population as those drivers involved in alcohol-related fatal crashes after excessive drinking", he said. "But there is evidence that they are different.

"It is also commonly believed that prevention of collisions in general will prevent fatal crashes related to alcohol, but the run-of-the-mill collisions are distinctively different from fatal crashes.

"The widespread use of breath-testing instruments did not result in a large reduction in traffic deaths. Nor did the enactment of implied consent laws with low limits have their planned impact.

"Despite pressure to identify and remove all problem drinkers from the highway, despite costly and increasingly sophisticated countermeasure programs, and despite massive numbers of arrests for alcohol-related offences, traffic deaths were not reduced and the problem of the impaired or intoxicated driver continues to be reported as a factor in almost half of all traffic deaths in the United States", Zylman stated.

"The time has come to stand back and ask, why?

"It has become too popular in the last few years to blame an



Richard Zylman, from New Brunswick, New Jersey, questions a speaker. He himself presented a paper: "Mass Arrests for Impaired Driving May Not Prevent Fatal Crashes".

ever increasing number of fatal crashes on problem drinkers. Historically, alcoholics have been the scape-goat for many of society's problems.

"The fact that many alcoholics do not come in contact with the police and are not involved in collisions has been overlooked. Instead, they are grouped as a class to be listed and removed from the road as killer drunks—to be rehabilitated because there are not enough jails in the country to hold all our alcoholics".

To refute this, he gave facts from a total sample of 1,273 chronic alcohol drivers. Only 7 per cent probably qualified as prime candidates for a traffic safety countermeasures program. The other 93 per cent, according to their driving records, drive much like the rest of us.

He pointed out that it takes more than alcohol to be involved in a crash.

"Since the knowledge of the presence of alcoholism alone is not sufficient, it is obvious that our next task is to develop practical means of identifying the high risk alcoholic driver, preferably before he makes his mark on the highway".

As an example, he said a driver may have a potential for risk-taking behaviour which exists independently of his use of alcohol and which manifests itself as aggressive irresponsibility. The role of alcohol with such a person may simply be to more readily allow expression of that potential.

"The majority of drivers arrested for impaired driving are not careening down the road at

high speed, nor are they pulled from violent wrecks. They are more likely to have been fumbling along, slowly attempting to negotiate their trip without incident, having frequently driven a number of miles in such impaired condition. Their collisions are usually minor, resulting from miscalculation.

"Traditionally, it has been assumed that all drivers who drink to excess are equally dangerous. And it is on this premise that enforcement programs are applied against all drinking drivers", he said in conclusion.

"There is a need to identify a larger group of high-risk drivers whose deviant behaviour leads to crash involvement—with or without alcohol—and among whom some use alcohol as a triggering device".

Abstainers have 10 per cent lower frequency of automobile claims

Total abstainers have 10 per cent lower claims frequency than non-abstainers, studies of automobile claims experience from different countries show.

A report by A. Lindgren, actuary with the Ansvar Mutual Insurance Company, Stockholm, summarized findings from Sweden, Finland and Great Britain.

It is a well-documented fact that people who have consumed alcohol run a much greater risk of accidents than other drivers.

The degree of over-risk differs, but it is clear that the increase in risk level commences with the consumption of very small quan-

tities of alcohol. Total abstainers would therefore considerably reduce a driver's tendency to become involved in accidents.

At the same time, the report pointed out, other factors contribute to the over exposure of risk.

In the studies, due consideration was taken of such factors as annual mileage, make a model of the motor vehicle, weather conditions, traffic density.

The studies gave conclusive indication that the claims frequencies for total abstainers lower year by year than claims frequencies for non-abstainers.



A summary of "The Edmonton Study", a pilot project to demonstrate the effectiveness of a public information campaign on the subject of drinking and driving, was presented by Philip J. Farmer, executive director of the Canada Safety Council. Mr. Farmer was chairman of the plenary session for section 4.

Ontario report recommends more government intervention

Ontario's Attorney-General Robert Welch told conference delegates that more comprehensive government action may be required to combat the serious problem of drinking and driving in the province.

He added that the problem is so serious, his ministry is about to begin an immediate review of existing federal and provincial statutes to guarantee adequate penalties are being sought within the framework of existing legislation.

"I am also anxious that we take a look at whether new or stronger legislation is required to ensure that the courts have sufficient sanctions available to them to assist in deterring drinking and driving behaviour", the Attorney-General said.

The combination of drinking and driving has become the largest single cause of motor vehicle accidents in Ontario, and will cost the people of the province an estimated \$130 million this year, Mr. Welch said.

Citing from a recently-completed government report, he stated that in Ontario's fatal collisions last year where a passenger or pedestrian died, seven per cent involved a driver or passenger or a pedestrian who was impaired, and 20 per cent involved a person who had been drinking.

"The statistics are even more frightening when one considers that of the 621 drivers who died

in motor vehicle collisions last year, and from the blood samples obtained, 43 per cent were found to have blood alcohol concentrations in excess of .08, the legal limit in Canada", the Attorney-General said.

The report also revealed that of 46,000 persons stopped by police for breathalyzer tests in 1973, 42,000 were charged with a drinking driving offence. Of these, 35,000 were convicted.

Mr. Welch told the delegates the report recommended more government intervention in an effort to reduce the drinking driving problem in the province. The report also suggested the government might intervene at three distinct stages of the problem.

First, the government should attempt to prevent drinking and driving in the first place, the report said. This might include such activities as mass media education, provision of alternate modes of transportation, increased public awareness of the probability of being caught, and the costs involved when convicted of a drinking-driving offence.

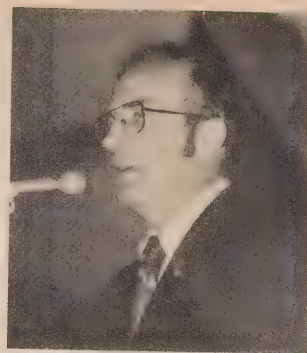
Secondly, the government could intervene after the drinking driver is on the road, but before a collision has occurred. Suggested government action here included detection of the drinking driver by assigning a higher priority to the offence,

and by increasing law enforcement activities at specified times and places.

And thirdly, the report proposed the government might intervene after the drinking driver has been detected, charged and convicted, but before a subsequent offence is committed. Intervention at this stage might require a reassessment of current penalties and of the rehabilitative role of the court.

The report also concluded that the young drinking driver, aged 18 to 24, requires special attention because of the dramatic increase in the numbers involved in accidents in this age group.

Mr. Welch said the Ministry of Health was already busy preparing material for an extensive



ATTORNEY-GENERAL R. WELCH

public education campaign designed to reduce the number of motor vehicle collisions involving impaired drivers.

Public too tolerant of drinking drivers, federal MOT official tells conference

Are we too tolerant of drinking drivers?

Brian R. Carr of the federal Ministry of Transport thinks we are. Speaking at the conference, he said there is a general public feeling that people who drink and then drive are not all that bad.

"In fact, most of us drive after drinking small amounts", he said. "And what's worse—we're not scared enough of getting caught".

"This attitude has contributed to the failure of Canada's breathalyzer law", he said. "It hasn't been successful in getting drunk drivers off our roads". Carr be-

lieves mandatory tests conducted by police at roadside breathalyzer checkpoints might be the answer.

"The drunk driver is not a nice guy and shouldn't be thought of as one", said Carr. "He may need treatment for abuse of alcohol and he certainly needs to be taken off the road".

"Social and legal pressure are both important to accomplish this", he said, citing Australia as an example. Recently a campaign was begun there to change people's attitudes towards the drinking driver. Later this year, legislation will be introduced in Australia allowing traffic police to stop any car at any time and request a breath sample.

In Britain, said Carr, this is already being done to a lesser degree. Officers can require a roadside breath test whenever an accident or traffic violation occurs or whenever alcohol consumption is suspected.

Carr feels the same could be done in Canada.

"If our police had wider powers to administer breathalyzer tests and if there were roadside screening devices as in Britain, plus widely-advertised spotchecks, more people would be afraid of getting caught", he said.

"At the moment, the Canadian public has not modified its behaviour as a result of the breathalyzer legislation passed in 1969 because it does not believe the chances of detection are high", Carr concluded.



Brian Carr from the Road Safety Branch of the Federal Ministry of Transport in Ottawa answers questions from the media on Canada's Breathalyzer legislation.

Roadside screening devices suggested by RCMP inspector

Since Canada's breathalyzer legislation was passed in 1969, police officers have been successful in apprehending severely intoxicated drivers but not those who are driving at lower, but excessive, blood alcohol levels. The problem lies with the police, said Inspector John Hoday of the RCMP.

Law enforcement officers are not sufficiently trained to spot impaired drivers unless they have reached an alcohol level well beyond the legislative limit of 80 milligrams per 100 millilitres of blood", he said. "Most drivers who are being caught have approximately 170 milligrams of alcohol per 100 millilitres of blood".

Hoday continued that police officers are further hampered in detection because they are restricted by law to have "reasonable probable grounds" of impairment before they can demand a breath test.

"This is interpreted to mean gross physical symptoms including slurred speech, glassy eyes, a flushed face and so on".

Hoday feels that roadside screening devices would enable police to arrive at better decisions but under present federal legislation the use of such a device would have to be on a voluntary basis, rendering it almost useless.

Hoday concluded that police education is also important. RCMP breathalyzer training programs expose officers to as many aspects of the use of alcohol as possible, he said. This includes actual drinking sessions, allowing officers to experience personally what 80 milligrams of alcohol per 100 millilitres of blood means.

"Perhaps such an educational program should be afforded to all law enforcement officers at some stage in their careers", said Hoday.



Dr. Harold Kalant, Associate Director of Research, Addiction Research Foundation, Toronto, pays careful attention to the reply given to a question from the floor by Dr. Marianne Frankenhaeuser, University of Stockholm. Dr. Frankenhaeuser presented a paper on "Drug Effects on Emotions-Relevance to Driving Accidents" at a plenary session. Dr. Kalant was chairman for the session.

Alcohol intoxication leads to bold risk decisions

- ... Alcohol intoxication increases the probability that a driver faced with complex choices will make bold, risk decisions.
- ... Drivers are most likely to overestimate their ability after moderate and large doses of alcohol, inducing depressant effects.
- ... People begin to feel sober while there is still alcohol in their blood. This discrepancy represents a danger zone because there is a reduced awareness of impaired driving ability.
- ... Fear and stress may counteract the detrimental effects of a moderate dose of alcohol and help the driver to "pull himself together".

These were some of the points discussed by Dr. Marianne Frankenhaeuser, Sweden's University of Stockholm, at the plenary session of pharmacological, physiological aspects relevant to driving impairment.

"From the point of view of experimental psychology, traffic safety may be regarded as a problem of adjustment between the driver and his environment. Drugs may either facilitate or counteract the driver's ability to adjust to the demands posed by the environment", Dr. Frankenhaeuser said.

"A human being in a normal environment is aware of only a fraction of the multitude of stimuli to which he is exposed. If the inflow of impulses falls below a critical level, or when it exceeds a certain level, disturbances in brain function and behaviour occur".

From laboratory experiments undertaken for an understanding of how driving behaviour is affected by low and high arousal levels, it was determined that safe driving requires medium arousal. At low levels, driving performance is characterized by inattention and emotional unresponsiveness; at high levels by disorganization and impulsiveness.

"The majority of fatal automobile accidents with alcohol involvement are single car, rather than collision", she said. This points to impaired attention and

insufficient response to an emergency under uneventful driving as a greater risk factor than impaired ability to manoeuvre in heavy traffic.

The type of accident typical of low arousal is driving off the road or into an obstacle. The type of accident associated with high arousal is excessive speeding, risky manoeuvres and loss of control.

She pointed out that alcohol in low doses has a stimulating action; at moderate or high doses a depressant action, although it may appear to stimulate because it depresses inhibitory functions. It is this combination of decreased alertness and weakening of restraints on behaviour that endangers driving performance.

Centrally-acting drugs are also powerful determinants of arousal level, depressants decreasing and stimulants increasing arousal.

Dr. Frankenhaeuser suggested that some of the ongoing research might aid in detecting high-risk individuals and groups with regard to traffic accidents and drug involvement.

"There is support for the view that individual differences in sensitivity to alcohol suggest that highly anxious individuals are particularly resistant to alcohol", she said. "Several reports point to a positive relationship between high levels of emotionality and resistance to intoxication".

Beer and wine drinkers not less likely to be impaired

So you think that because you drink beer or wine you are less likely to become impaired than if you drink whisky?

Not so, says Dr. Harold Kalant of the Ontario Addiction Research Foundation.

Speaking to conference delegates at a section meeting, Dr. Kalant said that in his study he found no difference among the three alcoholic beverages on either the sensorimotor or physiological measures — at any blood alcohol concentration.

"By far the most important finding of the study is the absence of any significant difference among the three alcoholic beverages... with respect to either the blood alcohol level or the observed effects", Dr. Kalant told delegates.

Dr. Kalant's findings differed from an earlier paper presented by Dr. Pierre Dussault from Point Claire, Que.

Dr. Dussault stated he found greater impairment and higher blood alcohol levels in whisky drinkers than in beer drinkers when 26 volunteers gulped down their drinks in 25 minutes.

Dr. Kalant said he found no contradiction in the results of the two studies.

Reduce total use to reduce accidents

More than one-third of the people committed to prison in 1971 in Norway were persons convicted of drunken driving, and a substantial proportion of the adult population admits to having driven with an alcoholic concentration above the statutory limit of .05 per cent.

In that country, unconditional penalties—the least of which is 21 days' imprisonment—are imposed for this offence.

The National Institute of Alcohol Research, Oslo, conducted a survey in 1969 to determine the connection between self-reported drunken driving, alcohol consumption and personality variables among Norwegian students at the University of Oslo. Results of the study were presented at the conference by Olav Irgens-Jensen.

Conclusions obtained from the study were that self-reported drunken driving is connected with drinking habits... to reduce the incidence of drunken driving, endeavours have to be made to reduce the total use of alcohol.

In his study, no difference was found when subjects consume the same amount of the two beverages more slowly over a three hour period. However, there was a difference when larger doses of beer and whisky were consumed in the same time period.

He said his findings were significant because even alcoholic do not consume alcohol in large doses over short periods of time.

"In a medical sense, it is worth pointing out that the undesirable effects of acute intoxication such as behavioural disturbance, motor vehicle accidents and other consequences of impairment, a most unlikely to be significant influenced by the choice of alcohol. But they are heavily dependent on the amount and rate of consumption", he said.

Some drugs make females cautious

There are some drugs which make females significantly less cautious — and there is at least one drug which makes males more cautious.

A paper prepared by A. Clayton and T. B. Betts of Birmingham, England, presented at the afternoon session, explored the influence of sex and personal factors upon the effects of tranquilizers on driving performance.

Low-speed vehicle-handling tests of zigzag driving and go/stop estimation provided evidence that control and decision driving skills were affected by four common prescribed tranquilizers.

Chlordiazepoxide, amobarbital, sodium, trifluoperazine and haloperidol were given in clinical doses to normal volunteers.

Sex differences were obtained in the effects upon decision skills.

For female groups, both haloperidol and chlordiazepoxide made the subjects significantly less cautious.

For male subjects, trifluoperazine made the subjects significantly more cautious.

For both males and females, alcohol induced a significant increase in caution.

There was a complex interaction between drug effects and personality of the subject. Neurotic or extroverted persons tended to be less cautious after taking the tranquilizers. Stable or introverted subjects tended to become more cautious.

Problem or social drinker? Identification is difficult

Researchers in North America have determined that 60 to 65 per cent of drivers apprehended for drunk or impaired driving are alcoholics.

This was one of the many points made by Dr. Melvin L. Selzer when he presented his paper.

However, there is still a dispute among investigators around the world about the number of pathological drinkers found in drunk driver populations. Why? Because different areas of the

Alcohol the villain in fatality rate

Eighteen hundred people are killed each year on the highways in North Carolina.

And North Carolina is one of the state leaders in the U.S.A. where drug involvement is a contributing factor in fatal crashes.

To determine which drugs and the extent of involvement of these drugs in automobile driver and pedestrian fatalities, Drs. Robert F. Turk and Arthur McBay of North Carolina have been conducting a three-year study of the presence of drugs in victims of auto crashes.

They presented the results of their first year of study at the conference.

This study deals with the incidence of drugs occurring in single and multiple automobile crashes in which the operator or pedestrian was fatally injured. The operator or pedestrian must have been 15 years of age or older and died at the scene of the crash or have been dead on arrival at hospital.

To date, 100 victims have been studied.

At the end of the first year of study, Drs. Turk and McBay have determined that alcohol is definitely the most prevalent contributing factor in these fatal crashes when compared to other drugs.

In this study, 53 per cent of the drivers were driving with more than 100 mg alcohol in their blood; 2.5 per cent were driving with detectable amounts of drugs other than alcohol and 3 per cent were driving with combinations of alcohol and drugs.

Of the pedestrians, 48 per cent had alcohol levels greater than 100 mg; 5.7 per cent had detectable levels of drugs other than alcohol and 3.6 per cent had both alcohol and other drugs present. ●

world present different mixtures of social drinkers and alcohol abusers in their drunk driver populations. A driver labelled alcoholic in one jurisdiction may be viewed as a weak-willed playboy or thoughtless social drinker elsewhere.

Many alcoholics are not identified in a drunk driving program either because they are not sought for at all, or inadequate methods are used in that search. It is still customary to rule out the possibility of an alcohol related illness until multiple arrests for drunk driving have taken place.

Until researchers use identical methods throughout the world the exact number of alcoholics may never be found in drunk driver populations.

Detecting alcoholism in drunk drivers

"Approximately 25 per cent of alcoholics in the U.S. are beer alcoholics and a remarkable number of them become and remain alcoholics on beer alone", stated Dr. Selzer.

But to treat an alcoholic, one must distinguish him from the social drinker and this is not a simple task. Alcoholics whose families and jobs appear to be intact can resolutely maintain and almost prove they don't have a drinking problem.

Unlike narcotic addicts, alcoholics may vary the amount of their drinking by drinking mostly on weekends or during periodic binges. Some can and do, stop drinking for awhile and state they don't even miss drinking.

Diagnosis of alcoholism

In 1970, Dr. Selzer developed the Michigan Alcoholism Screen Test (MAST) as a screening instrument to determine drinking behaviour.

The MAST consists of 24 questions that can be administered or self-administered in 10 to 15 minutes and has a simple comprehensible scoring system. It has both reliability and validity. Furthermore, it does not appear to be unduly influenced by the subjects' defensiveness.

He recently administered the test to 100 male subjects who had routinely renewed their driver licences and found that 16 per cent scored in the alcoholic range. This is surprising because many alcoholics could take the test and keep their secret intact.

However, there is little problem with subject candor and one of the surprises in using the MAST test is that most alcoholics do not avoid truthful answers. ●

WHERE DO YOU FIT IN THE DRINKING SCALE?

Below is a series of questions related to drinking. Please answer each question by checking the appropriate column.

Questions	Answers with Weighted Scoring	
	YES	NO
1. Do you feel you are a normal drinker? (By normal we mean you drink less than or as much as most other people).	<input type="checkbox"/>	<input type="checkbox"/>
2. Have you ever awakened the morning after some drinking the night before and found that you could not remember a part of the evening?	<input type="checkbox"/>	<input type="checkbox"/>
3. Does your wife, husband, a parent, or other near relative ever worry or complain about your drinking?	<input type="checkbox"/>	<input type="checkbox"/>
4. Can you stop drinking without a struggle after one or two drinks?	<input type="checkbox"/>	<input type="checkbox"/>
5. Do you ever feel guilty about your drinking?	<input type="checkbox"/>	<input type="checkbox"/>
6. Do friends or relatives think you are a normal drinker?	<input type="checkbox"/>	<input type="checkbox"/>
7. Are you able to stop drinking when you want to?	<input type="checkbox"/>	<input type="checkbox"/>
8. Have you ever attended a meeting of Alcoholics Anonymous?	<input type="checkbox"/>	<input type="checkbox"/>
9. Have you ever gotten into physical fights when drinking?	<input type="checkbox"/>	<input type="checkbox"/>
10. Has drinking ever created problems between you and your wife, husband, a parent, or other near relative?	<input type="checkbox"/>	<input type="checkbox"/>
11. Has your wife, husband, a parent, or other near relative ever gone to anyone for help about your drinking?	<input type="checkbox"/>	<input type="checkbox"/>
12. Have you ever lost friends or girl friends because of drinking?	<input type="checkbox"/>	<input type="checkbox"/>
13. Have you ever gotten into trouble at work because of drinking?	<input type="checkbox"/>	<input type="checkbox"/>
14. Have you ever lost a job because of drinking?	<input type="checkbox"/>	<input type="checkbox"/>
15. Have you ever neglected your obligations, your family, or your work for two or more days in a row because you were drinking?	<input type="checkbox"/>	<input type="checkbox"/>
16. Do you drink before noon fairly often?	<input type="checkbox"/>	<input type="checkbox"/>
17. Have you ever been told you have liver trouble? Cirrhosis?	<input type="checkbox"/>	<input type="checkbox"/>
18. After heavy drinking have you ever had Delirium Tremens (D.T.'s) or severe shaking, or heard voices or seen things that weren't really there?	<input type="checkbox"/>	<input type="checkbox"/>
19. Have you ever gone to anyone for help about your drinking?	<input type="checkbox"/>	<input type="checkbox"/>
20. Have you ever been in a hospital because of drinking?	<input type="checkbox"/>	<input type="checkbox"/>
21. Have you ever been a patient in a psychiatric hospital or on a psychiatric ward of a general hospital where drinking was part of the problem that resulted in hospitalization?	<input type="checkbox"/>	<input type="checkbox"/>
22. Have you ever been seen at a psychiatric or mental health clinic or gone to any doctor, social worker, or clergyman for help with any emotional problem, where drinking was part of the problem?	<input type="checkbox"/>	<input type="checkbox"/>
23. Have you ever been arrested for drunk driving, driving while intoxicated, or driving under the influence of alcoholic beverages?	<input type="checkbox"/>	<input type="checkbox"/>
24. Have you ever been arrested, even for a few hours, because of other drunk behaviour?	<input type="checkbox"/>	<input type="checkbox"/>

It doesn't take much alcohol to impair driving ability

According to R. G. Mortimer of the University of Michigan, even small doses of alcohol can significantly impair your driving ability.

Speaking to conference delegates, Dr. Mortimer said that a study undertaken at the U.S. Highway Safety Research Institute indicates that your ability to steer a motor vehicle may be reduced to a level similar to that of a novice driver.

"In the experiment, the subjects' steering ability became a bit more sluggish under even small doses of alcohol", Dr. Mortimer told delegates. "Their behaviour can be considered to be more coarse, not unlike the steering behaviour used by drivers in the early stages of the driving experience".

In his study, Dr. Mortimer used a driving simulator to investigate the effects of low (0.07 percent Blood Alcohol Concentration) and moderate (0.10 percent BAC) doses of alcohol in a task involving steering on a straight road in the face of random, simulated wind gust disturbances.

Two groups of nine subjects each — eight females and 10 males — were used. Both performed the same tasks on the

simulator, but only one group was served alcohol.

Results of the tests indicated that the alcohol group's steering ability was affected at both 0.07 per cent BAC — the legal cut-off for impaired driving in Michigan state—and at 0.10 per cent BAC.

"At the moderate level of 0.10 per cent blood alcohol concentration there was a significant increase in the drivers' lateral position error in responding to continuous, random disturbances", Dr. Mortimer said.

"In effect, the alcohol group tended to guide the vehicle by concentrating on the roadway directly in front of the vehicle, instead of looking well ahead.

"This, of course, resulted in frequent steering adjustments to keep the vehicle on a straight course".

Laws, penalties, education

(Cont'd from Page 1)

- cross for his fellow motorists who have gone undetected but who obviously drink and drive.
- Common sense says that passing a law that condemns a very considerable proportion of the driving population can have no long-term effects because it can not be sufficiently enforced.
- Experts claim that by pinpointing alcohol as the main culprit in fatal and other serious accidents, "sober drivers" are led to believe they do not have major responsibility in accident prevention.
- Some studies seem to indicate that the many unpleasant contacts between public and police, which accompany the use of the automobile, may have contributed to hostility towards the police and a decrease in respect for the law of the land.
- Dr. Wilde presented some views that might be incorporated into attempts to solve the drinking-driving problem.

"Because drinking is not only a function of the traits of an individual but of the dynamics of

social interaction", he said, "the drinker should not be made responsible by law for his behaviour as an individual — as if he were an autonomous entity.

"It might be argued that the law should be designed in a way to address itself more to the very patterns of human interaction in which drinking takes place.

"One possibility in this direction might be greater use of concepts such as accessory to the act and co-responsibility of others for the act of driving after drinking".

Dr. Wilde pointed out that mass communication theory suggests that there should be more immediacy between the message and the relevant situation. Accordingly, bottles and other containers of alcoholic beverages may be provided with a warning saying: the chances of having an accident increase with the amount of drink.

Wilde also believes that commercial advertising and related publicity should not be presented in such a way that it interferes with the promotion of safety-oriented behaviours.

TAKING A "TRIP TRIP"?

No agreement on driving impairment related to drugs other than alcohol

Is a "trip trip", driving while high on drugs, a traffic safety hazard? Do common drugs such as marijuana, barbituates, tranquilizers and opiates contribute to traffic accidents?

These were questions posed by Dr. Julian Waller, University of Vermont, at a plenary session.

Among the many potential problem drugs, the only ones which will create a problem of large proportions — as far as driving is concerned — are those that simultaneously have high prevalence of use and relatively high quantity of impairment, he pointed out.

"How many drugs on the North American continent meet these criteria at this time? Clearly alcohol does. There is now wide and virtually unanimous agreement that drinking alcohol contributes substantially to highway crashes. But there is no agreement at all regarding other common drugs", he said.

"There is enough data existing about the usual prevalence of tranquilizers and barbituates so that it is fairly apparent these drugs probably are not substantially over-represented among the traffic fatalities. But there is no really accurate data about the prevalence of marijuana in use, especially in relation to driving".

In addition to the lack of data, on the prevalence of marijuana in use, he mentioned the problem of establishing the extent to which it impairs. "Can a person be severely impaired if he tells you he is 'stoned out of his mind' but an objective observer cannot verify it?" he asked.

A disturbing trend noted by Dr. Waller was the reported shift in use patterns from consumption of marijuana alone, during the 1960's to frequent consumption in combination with alcohol during the 1970's.

Because of this, Dr. Waller cautioned that even if marijuana were found to be over-represented among drivers in crashes we would have to ask, at this point in time, whether the over-representation was attributable to the marijuana, or to alcohol or both.

From studies Dr. Waller has conducted, he concluded that drivers using marijuana do not have an increase in crash risks. And he pointed out that other researchers have supported this conclusion for all except persons addicted to amphetamines.

Some of the people he studied reported that marijuana altered their time sense, some said it affected their vision, attention span or judgment.

"These are the functions that are impaired by alcohol", he said, and the combined use of alcohol and marijuana by such persons in his opinion, could not help but increase their crash risk.

"I would cautiously conclude", he said, "that marijuana is likely to create a crash risk situation predominantly when used in conjunction with alcohol... a pattern that, unfortunately, appears to be increasingly popular".

Alcohol plus drugs can "up" impairment

Many commonly-used drugs simultaneously consumed with moderate doses of alcohol, can seriously impair driving ability a Canadian doctor claims.

Dr. Ian French of Toronto said his study revealed that drinkers with a blood alcohol level below the legal driving impairment level of .08 per cent increase their impairment by taking sedative or allergy drug.

"In some cases, the degree of impairment almost doubled in subjects who had consumed drugs and enough alcohol to sustain the blood alcohol count at .08 per cent", Dr. French added.

In the study, commercial available vodka diluted with orange juice and easily obtainable, over-the-counter or prescription drugs were used.

The drugs included diazepam, a minor tranquilizer; phenobarbital, a sedative; diphenhydramine, an antihistamine; codeine, a mild analgesic, and marijuana, a hallucinogen.

The subjects were tested on Stressalyzer, a device developed by the National Research Council in Ottawa, which requires subjects to align cross-hairs over a lighted target for a specific time period before a new target appeared.

"The results indicate that blood levels of alcohol below that taken by the law as presumptive evidence of impairment — meaningful additional impairment — above that which .08 per cent alcohol alone can produce — can be produced by simultaneous use of moderate doses of a range of widely-used drugs", Dr. French said.

Catching a few fish in a sea of drunken drivers: Borkenstein

Enforcement of drinking driving laws, as currently practised in most countries of the world, is having little effect in reducing alcohol-related traffic accidents, says Indiana University Professor Robert Borkenstein.

"Our approach has been largely one of catching a few fish in a sea of drunken drivers and making horrible examples of them", the inventor of the breathalyzer told conference delegates. "This approach apparently has not been succeeding".

To back up his claim, Prof. Borkenstein cited figures from a study he had undertaken which revealed that in both the United States and Sweden an individual police officer was only making about two alcohol related traffic arrests a year.

"In a typical community of one million population, with 1,000 patrol officers making two arrests per man a year, there will be 2,000 arrests and four million violations", he said, basing the incidence of alcohol in the

driving public on U.S. roadside surveys.

"An arrest rate of 2,000 per year to control four million violations is futile".

He said police officers he interviewed also admitted they had not laid charges in from 75 to 100 more cases in which they had reason to think that drivers probably had blood alcohol counts at the impairment level.

The reasons given, he told delegates, were empathy with the driver, a feeling that sanction could be too severe and might interfere with the driver's earning power because of licence suspension, as well as the trouble involved in the system of processing the driver through the courts.

Furthermore, Prof. Borkenstein said, an American study has shown that the public does not believe there is any danger of

being caught for a drinking driving offence.

"In a study of 1,000 subjects from social strata who should have been aware of and influenced by traffic laws, not a single person was fearful of being apprehended by the police when driving home from a party after drinking too much", he said.

In his opinion, current traffic law systems have been too unsystematic — based on principles more than 40 years old. He called on traffic authorities to change their thinking and to consider greater systematic use of police and court resources.

"We must be concerned about the individual driver and at the same time about the public safety aspects as they affect the entire community", Professor Borkenstein said. "This is a new methodology for the field that requires flexibility in thought". ●

British doctor/ lawyer recommends laws based on scientific research

Legislative principles based on scientific research should be adopted by industrialized countries to reduce the influence of alcohol on the behaviour and performance of drivers.

That was the conclusion reached by the Under Secretary of the British Medical Association at Thursday's plenary session at the conference.

Dr. John Havard, who holds degrees in both medicine and law, reached this conclusion in his presentation on cross-national comparisons of drinking driving laws.

"The ad hoc approach so long adopted by road safety authorities is probably responsible more than anything else for the failure to contain road accident mortality and morbidity in technically developed countries", Dr. Havard said.

"It has led to huge sums of money being expended with very little to show in terms of casualty savings. And it is one of the main reasons why the record of road safety authorities compares so badly with others — such as those responsible for industrial accidents".

He said any legislation should include laws requiring drivers to take a breathalyzer test whether or not they show signs or symptoms of alcoholic intoxication; at the police should be given the authority to stop traffic for the purpose of taking such tests.

He added: "These powers should be exercised in a highly selective manner at times and places where persons are most likely to be found driving under the influence of alcohol."

"Drivers suspected of driving under the influence of alcohol as a result of breathalyzer tests should be required to provide a blood sample for estimation of blood alcohol content".

Dr. Havard also stated that driving with a blood alcohol level in excess of the statutory limit should be considered a separate offence from other offences involving driving while impaired.

Conviction of the offence should be mandatory if the blood

alcohol level is higher than the legal limit, which should be .08 per cent blood alcohol concentration.

Suspension of the driving licence for a period of at least one year should be mandatory in all cases where persons have been convicted of the offence; and the courts should have the power to place conditions on the return of the licence at the end of the suspension period.

He suggested the courts should also have the power to remand drivers for medical examination before sentence. They should also have the discretion to order a period of medical treatment in lieu of imprisonment or fines in appropriate cases.

"If the mortality and morbidity caused by drivers under the influence of alcohol is to be reduced effectively, legislation must ensure not only that the drinking driver is detected and convicted, but that the case is disposed of in such a way that the risk of the offence being repeated is also reduced", Dr. Havard added.

He concluded that some of the suggested legislative principles have been adopted in several of the countries in his cross national survey. However, none of the countries have adopted all of them. ●

HOW DID YOU RATE ON PAGE 5 TEST?

The weighted scoring system for the MAST Test works as follows:

A NO answer for question No. 1 would score 2 points.

A YES answer for question No. 3 would score 1 point.

The following is the suggested scoring for this self-administered test:

QUESTION	YES	NO
1		2
2	2	
3	1	
4		2
5	1	
6		2
7		2
8	5	
9	1	
10	2	
11	2	
12	2	
13	2	
14	2	
15	2	
16	1	
17	2	
18	2	
19	5	
20	5	
21	2	
22	2	
23	2	
24	2	

If you score
0-3 points — non-alcoholic
4 points — suggestive of alcoholism
5 points and over — alcoholic ●

A likely candidate for traffic accident

A young male, from the lower socio-economic class, driving a car in bad mechanical condition with which he was inexperienced, probably impaired and possibly a drug user, was the most likely candidate for a traffic accident.

That was the picture emerging from a study of 200 accidents in one county of New Mexico, a state with the highest fatality rate in the United States.

The study was carried out by Gerald W. May and William L. Baker of Albuquerque, a city which was included in the county studied.

A multi-disciplinary team, consisting of engineers, a physician, and a psychologist, studied a random sampling of about 200 relatively serious accidents involving alcohol over a two-year period.

During that time, there were 30,000 accidents in the county, 4,000 of which were alcohol related.

The 200 drivers were interviewed and a minimum of about 250 data items were collected for each case.

The study was sponsored by the National Highway Traffic Safety Administration of the U.S. Department of Transportation.

Findings will be used to assist in more comprehensively defining alcohol accidents and providing a profile of the drinking, accident-involved driver. ●

The drinking driver likely to have fatal crash can be identified in advance, survey indicates

Non-crash facts are useful too

"The drinking driver likely to become involved in a fatal crash can be identified in advance".

This was one of the findings indicated in a 30-month psycho-social investigation into automobile accidents resulting in a fatality, conducted by the Boston University Traffic Accident Research Team.

"If this is the case, then there are two primary questions facing interested officials today . . . how

can he be drawn from the general population and how can he be re-oriented in his life style so that his potential element of risk can be substantially reduced?" Dr. Robert S. Sterling-Smith posed these questions in his presentation of research project at the conference.

"It is the opinion of the Boston team that this very particular task should not be delegated to law enforcement officials", he

said, but rather be given to psycho-social professionals whose research and clinical skills have prepared them for such an effort.

"Apprehension and prosecution after the fact don't appear to be the means of controlling highway carnage. Instead, the potentially risky automobile driver should be sought out, re-educated and, if necessary, rehabilitated as quickly as he can be identified."

Compulsory help is suggested

Two Philadelphia psychologists have found that first offenders arrested for driving while intoxicated (D.W.I.) have a serious drinking problem.

Most are in the 20 to 24 age group and feel their drinking behaviour prior to arrest is not causing them any problems.

Tactics aimed at stopping these people, including appeals to their intelligence, laws, plus the threat of imprisonment, have little effect.

Dr. Eric W. Fine and Pascal Scoles reached these conclusions after conducting a test on over 2,500 D.W.I. individuals. Both men are directors of the Alcohol-Highway Safety Program, West Philadelphia Community Mental Health Consortium.

The D.W.I. individuals tested were divided into three groups of alcohol impairment labelled Level I, II, and III.

Level I individuals typically consume up to three quarts of

beer, or less than six shots of whisky, or less than three water glasses of wine not more than twice weekly.

Level II individuals consume up to five quarts of beer, one fifth of wine and/or two pints of liquor three or four times a week.

Level III individuals consume alcohol daily. Intake is usually five or more quarts of beer, or one fifth or more of wine, or three or more pints of whiskey.

Of the individuals tested by Fine and Scoles, 42 per cent reported they were Level I drinkers, over 50 per cent placed themselves in Level II and just over seven per cent classified themselves as Level III's.

Although admitting to a high proportion of pathological drinking behaviour, most individuals tested showed extremely poor motivation to seek treatment.

Fine and Scoles concluded that some form of compulsory program was needed for these offenders.



Janace Pierce, Ontario Ministry of Transportation and Communications reported on an experimental evaluation of a community-based campaign against drinking and driving. Design and evaluation of this pilot project were undertaken by the Ministry and the Addiction Research Foundation. Emphasis of the campaign was a positive approach to avoid the drunk driving problem through moderation of drinking prior to driving and through use of alternative transportation.

- Roadside surveys conducted in the United States indicate it's a good idea not to drive on highways and urban streets during the late hours Friday and Saturday nights . . . if you want to avoid the drinking driver or pedestrian.

- That American teenagers are less likely to drink and drive than those in the 21 to 50 year-old range.

- At specific given times, almost half the drivers on the road can have varying amounts of alcohol in their blood . . . amounts varying between traces and enough to result in impairment.

The incidence of alcohol non-crash involved drivers is an important factor to be considered when developing programs combat drinking and driving says Dr. Robert Voas of the U.S. National Highway Safety Administration.

"In traffic safety research . . . the thing that stands out is the crash", Dr. Voas said. "The crash destroys property; it injures maims and kills people. However, if we lose awareness of the driver, vehicle and roadway background we may come to a very fundamental misunderstanding of the crash phenomena".

In the United States, he states roadside surveys are now providing valuable information relating to the incidence of alcohol in non-crash involved drivers.

ontario traffic safety

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Motor vehicle inspection program

Tots in car crashes 'neglected' research team declares

Minister of Transportation and Communications John R. Rhodes announced details of the Motor Vehicle Inspection program which went into effect the first of September.

Under the new program, a Safety Standards Certificate can be issued only by licenced Motor Vehicle Inspection Stations, and each inspection of a used vehicle must be carried out by a mechanic registered with the Ministry.

The Safety Standards Certificate replaces the Certificate of Mechanical Fitness.

In Ontario, a motor vehicle must undergo an inspection of safety related components prior to resale or transfer of ownership. It is estimated that approximately one-third of the vehicles in the province are inspected each year under this program.

In making the announcement, Mr. Rhodes said: "The purpose of this program is not to take cars off the road, but to have mechanical defects corrected at the time of resale, resulting in safer vehicles on our provincial roadways".

There are approximately 5,500 licenced stations throughout the province, mainly at service stations and car dealerships. Each station was inspected prior to the issuing of a licence to ensure sufficient space, tools and equipment were available to properly complete the safety-standards inspection.

Mr. Rhodes indicated, "The new program is designed to provide a uniformly high standard of inspection throughout the province and to ensure the public gets both the mechanic and the station producing the certificate meet the standards established by the Ontario Government".

"Neither driver was restrained, but neither sustained any injuries. A seven-month-old lying on the right front passenger seat of the car died instantly of a fractured skull".

This excerpt from a number of case histories of accidents involving child passenger-victims hits at the root of a problem that is serious enough to be called "The Neglected Child Syndrome—The Infant and Child in Automobile Collisions", a paper recently de-

livered to the American Association of Automotive Medicine annual meeting, co-authored by Canadian researcher and child-car-seat activist Joy S. Moon and Mrs. Jan Nicol, a member of her research team.

There were many other such horror tales taken from the 151 automobile collision reports Mrs. Moon and her research team studied as a Consumers Association Project funded through a LIP grant.

"Two children were ejected... the three-year-old died at the scene... a 17-month-old sustained crania-cerebral trauma, fracture, hemorrhage and contusions... the seven-month-old baby on her lap received maximum head and skeletal injuries and displacement of internal organs and died instantly", and on they go, the reports of babies and toddlers who had not been provided with suitable child car seats to protect them in these accidents.

And to bear that out, there were dramatic case histories of child-passengers who *did* have seats and/or properly fitted belts and escaped serious injury.

For example, in a station wagon that rolled over an embankment, rolled twice more and jumped a fence 36 ft. from the highway, finally coming to rest upside down, three youngsters seated and belted in the back seat sustained only very minor cuts.

To give an idea of the seriousness of the problem, Mrs. Moon said that in 1970, 12,000 child passengers were injured in Canada and 3,231 of them were under the age of 5. In that same year, 194 child passengers were killed; 71 of them were under the age of 5.

Since many of these injuries and deaths would not have occurred had the child been provided with proper restraints, Mrs. Moon thinks "neglected child syndrome" is an appropriate description of the problem.

"To our knowledge, only five countries have a standard covering children's car seats", stated Mrs. Moon. "Great Britain was the first to introduce its legislation back in 1964; Australia followed with a standard in 1970; Motor Vehicle Safety Standard 213 became effective in the U.S. in 1971; Canada issued Regula-

(Cont'd on page 2)



After September 1, 1974, all used vehicles must be inspected at a Motor Vehicle Inspection Station prior to the time of sale or transfer. Service stations licenced by the Ministry of Transportation and Communications to carry out a Safety Standards Certificate inspection will display this sign.

Tots in car crashes

(Cont'd from page 1)

tion 23 in 1972; and New Zealand brought out a standard in 1973, but only Canada specifically prohibited the sale of any device not complying with its Regulation from its inception, and placed the regulation under the Hazardous Products Act which falls under the Criminal Code", she explained.

In Great Britain, Australia and New Zealand devices not meeting their standards are still permitted to be sold and the parent has to examine a seat to see that it bears the seal of approval of the standards-writing body of that country. The U.S. only prohibits the sale of sub-standard seats manufactured before April 1971.

Mrs. Moon doesn't blame the "neglect" she refers to all on the parent. "In fact, sometimes I think we should call it the misled parent syndrome", she said, referring to the difficulty parents have experienced in trying to find information about the safest kinds of seats to buy, and then trying to find the seats in stores.

In January 1974, the CSA Standard D159.2, Child Seating Systems for Motor Vehicles was published, incorporating a dynamic test procedure. It also set a permissible angle for any pelvic webbing which might be used to directly restrain the child, prohibited the use of the adult lap belt in direct contact with the child's body and performance requirements for anchorages which might be used to restrain the upper portion of the child seating system.

The Canadian government followed by issuing a revised Regulation 23 which took effect August 1 for manufacturers and importers, and November 1 for retailers. While the dynamic test procedure is not incorporated, static test requirements are strengthened to remove from the market pedestal type seats that do not incorporate a restraining strap for the upper back of the seat.

Further revisions requiring stringent test procedures take effect at all levels November 1, 1975, and Mrs. Moon points out that this law will remove from the market all seats at present available in North America, including several which have a proven history of protecting small children in severe crashes. "The end result of this has been mass confusion for the North American parent", says Joy Moon.

This Bulletin will follow further developments on child car seats, and report them as they occur. ●

How fast can you die?

Here is the terrifying reconstruction of what happens when a car, travelling at 55 miles an hour, crashes into a solid immovable tree.

1/10th of a second:

The front bumper and chrome "frosting" of the grill-work collapse. Slivers of steel penetrate the tree to a depth of 1-1/2 inches.

2/10ths of a second:

The hood rises, crumples, smashes into the windshield. Spinning rear wheels leave the ground. The fenders come into contact with the tree, forcing the rear parts out over the front doors. The driver's body continues to move forward at the vehicle's original speed (20 times the normal force of gravity, his body weighs 3,200 pounds). His legs ram-rod straight, snap at the knee joints.

3/10ths of a second:

The driver's body is now off the seat, torso upright, broken knees pressing against the dash board. The plastic and steel frame of the steering wheel begins to bend under his terrible death grip. His head is now near the sun visor, his chest above the steering column.

4/10ths of a second:

The car's front 24 inches have been demolished, but the rear end is still travelling at about 35 miles per hour. The driver's body is still travelling 55 miles per hour. The half-ton motor block crunches into the tree.

5/10ths of a second:

The driver's fear-frozen hands bend the steering column into an almost vertical position. The force of gravity impales him on the steering shaft. Jagged steel punctures lung and intercostal arteries. Blood spurts into his lungs.

6/10ths of a second:

The driver's feet are ripped from his tightly-laced shoes. The brake pedal shears off at the floor boards. The chassis bends in the middle, shearing body bolts. The driver's head smashes into the windshield. The rear of the car begins its downward fall, spinning wheels digging into the ground.

7/10ths of a second:

The entire writhing of the car is forced out of shape. Hinges tear, doors spring open. In one last convulsion, the seat rams forward, pinning the driver against the cruel steel of the steering shaft. Blood leaps from his mouth, shock has frozen his heart. He is now dead.

And it only took seven-tenths of a second.

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Police safety officers polled on Elmer material

A questionnaire sent out to police safety officers throughout Ontario by the Ministry of Transportation and Communications, resulted in the production of a new Elmer colouring book for their use in working with elementary school children this year.

The Ministry's Public & Safety Information Branch provides special materials to the 300 police safety officers throughout the

province who go into schools and teach traffic safety to children, separately from the Elmer the Safety Elephant teaching aids being supplied to teachers.

Last year, there were folders for the police to give children, and measuring tapes in metric as well as imperial measures, with safety messages on them. This year, thanks to the enthusiastic response from the officers to the

Police crack down on hitch-hiking

"Warning: Hitch-Hiking May be Dangerous to Your Health" reads a poster recently distributed to schools by the Hamilton Wentworth Regional Police.

"Don't Become a Headline" A coroner's jury inquiring into the slaying of a 16-year-old girl urged strong measures to discourage young girls from hitch-hiking", continues the warning.

The poster, depicting a skull removing a friendly face, make a frightening point, and it's intended to scare kids out of the hitch-hiking habit.

Police officers recently visited elementary and secondary schools making 54 presentations to about 2,000 students, pointing out just as the poster does that most victims of hitch-hiking end up dead.

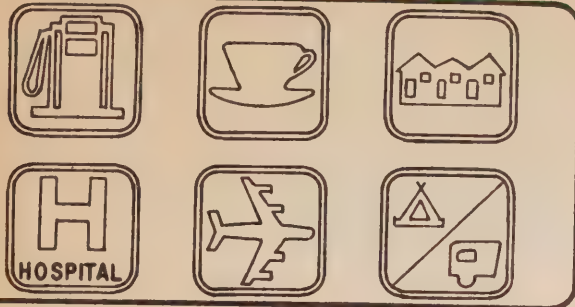
"The true newspaper headlines and stories prove to the students that you can't tell by person's appearance what type of person he or she is. If he's a criminal type, you haven't got a chance of protecting yourself if the children are told.

The officers have also presented the case against hitchhiking to good many adult groups, to "And the adults are warned that if they pick up a hitch-hiker, they are contributing to that person becoming a victim", stresses Constable Ron Peraziana, author of the program.

Ministry's questionnaire, they will have a colouring book featuring Elmer, as well as an Elmer folder containing a message to parents, to give out to the pupils. Both are printed in English and French.

French supplies have been popular that the small folder describing Elmer's rules is not out of stock, although there is still plenty of colouring book available.

More road symbols replacing words



The trend toward replacing words with pictures on signs continues on Ontario's roads, with three new road sign symbols about to be introduced. The currently used symbols for hospitals, airports and campsites are about to be joined by legends depicting food, accommodation and fuel. As many as six such markers will appear on one sign, in advance of exit ramps on freeways.

This use of more symbols in traffic signs being promoted by the Ministry of Transportation and Communications conforms with the international use of symbols. They will do away with

the necessity for using words in any particular language. To date, composite signs advising motorists of major tourist attractions, provincial parks and national parks now in use in Ontario use both symbol markers and names for the facilities they identify.

Other changes in Ontario road signs include the streamlining of "A-Airport" signs to an aircraft symbol pointing in the direction of the airport, "401 through" signs to "Express Lanes", and the use of a new type of reflective sheeting on sign panels, to increase their visibility. ●

Barrie Safety Association grew out of drinking/driving campaign

What began as a one-time safety campaign last Christmas was turned into a year-round safety organization in the city of Barrie.

Barrie participated as one of the nine chosen cities for an experimental public education campaign jointly undertaken by the Ministry of Transportation and Communications, and the Addiction Research Foundation.

Explains the new Safety Association Chairman Mrs. Lillian M. Jones: "The idea was to get people planning ahead, exercising restraint, being responsible for their behaviour . . . and the

campaign got off to a fantastic start".

It was the joint suggestion of Barrie's Mayor Dorian Parker and Police Chief Tschirhart that the committee formed for the alcohol action project carry on all year through to serve the safety of the people of Barrie.

The association's future plans include a survey of Barrie's traffic "danger areas", a possible babysitting course, attendance of two of their members at a course for licenced supervisors of fireworks displays, and a renewed effort during the Christmas holiday season on the group's Alcohol Action Safety Project along the same lines that proved so successful last year.

The new executive of the Association are: Mrs. L. Jones, Chairman; Mr. B. Duncan, Vice-Chairman; Mrs. D. Willoughby, Secretary; Mrs. B. Budinger, Treasurer. Board of Directors: Mr. D. Pudden; Mr. B. Flook; Mr. J. McAllister; Mr. F. Forde, Publicity Chairman; Mr. T. Tattersall; Sgt. Bob Thompson. ●

WE APOLOGIZE

... for the inconvenience caused to our readers by late mailing of the past issue of Ontario Traffic Safety. Technical problems encountered in the central government mail room led to the delay. We are assured that future issues will be out on schedule.

C.M.A. booklet on fitness to drive

Detailed testing requirements concerning vision, hearing, cardiovascular diseases and psychiatric disease are included in the new comprehensive "Guide for Physicians in Determining Fitness to Drive a Motor Vehicle", published by the Canadian Medical Association. The booklet was provided to assist doctors in completing a Driver's Medical Examination Report.

"We felt there was a need for a national guide that would establish at least minimum standards for physicians across the country", explained the C.M.A.'s Director of Communications E. A. Geekie. "It also provides a real service to our member doctors, who now have something tangible in their hands to back up their recommendations that certain patients are hazards on the road".



The booklet has been distributed to member physicians and the communications media throughout Canada. Non-member physicians may send for single copies at a cost of 50c per booklet. Lay members of the public may obtain single copies free of charge, but there will be a charge of 50c per booklet for six copies or more.

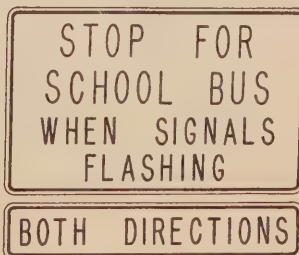
Requests should be directed to: The Canadian Medical Association, 1867 Alta Vista Drive, Ottawa, Ontario K1G 0G8. ●

New school bus stopping signs to assist motorists

While the law is quite clear that motorists must stop when overtaking a stopped school bus with its signals flashing, on any divided highway, some drivers are still not sure when they must stop if meeting such a bus.

It's mandatory to stop for school buses travelling in the opposite direction on four-lane undivided highways, but not on four-lane divided highways that have a median strip—a strip of pavement of more than ten feet in width, a physical barrier or an unpaved strip of ground.

To relieve the confusion, the Ministry of Transportation and Communications has now erected special signs all over the province, at major rural intersections and outside all large municipalities, on all types of four-lane undivided highways, particularly those with a "singing-strip" divider of ten feet or less. ●



Niagara Region Kinsmen hold bike finals

One hundred and fifty-eight Niagara region elementary school students rode in the 6th Annual Bicycle Rodeo finals held at the Jack Bell Arena in Niagara Falls on August 10th.

They represented the best bicycle drivers from the 16 area rodeos that were held during May and June in the regions 216 elementary schools.

The rodeo was sponsored by The Kinsmen Clubs "Zone D" of the Niagara Area, and co-ordinated by the safety officers of The Niagara Regional and Ontario Provincial police forces.

Cash prizes were awarded by the Kinsmen of \$100.00 each to the first place boy and girl, \$50.00 each for second, and \$25.00 each for placing third.

A large trophy was placed in the school of the first place winners and each winner received a personal trophy. ●

Road Accidents—What's being done?

Sixth and final article in a series of articles examining just what business, industry and some specific agencies are doing to try and reduce the toll of traffic collisions on our highways.

THE ONTARIO SAFETY LEAGUE

Everywhere you look in Ontario you're likely to see some part of the Safety League's broadly spread program in safety education. See that green flag flying from the local school sporting Elmer the Safety Elephant's face? The League administers that program.

Been in Algonquin Park and visited the mobile safe boating demonstration? It's another O.S.L. program.

Been stopped by a school patoroller while travelling through any Ontario town just as school got out? The League probably supplied his uniform to the sponsor.

Been in some office and seen a commercial vehicle safe driving award framed on the wall? That's part of the Ontario Safety League's incentive program for truck drivers throughout the province.

Taken driving lessons lately? The instructor is probably trained by a course run by the Ontario Safety League. Perhaps your son or daughter has graduated from a local baby sitter training course. Chances are it's the one the O.S.L. supplies to communities to run.

Or your teenager may be enrolled in one of the Pro Driver courses run in Toronto and Mississauga, or a Youth Course in driving anywhere else in Ontario. Perhaps you yourself have been through a Defensive Driving Course at work. The League administers those too.

Remember when plastic bags were smothering babies about ten years ago? When skate boards were getting into all kinds of accidents? When youngsters were climbing into discarded refrigerators and suffocating? When firecrackers were banned? The League worked on all those hazards in turn.

Perhaps it's natural that you can't turn anywhere without seeing evidence of the League's

activities in Ontario. They're one of the oldest safety organizations in North America — sixty-one years old this year, so they've had a lot of time to make themselves felt.

Much of their success is due to a harmonious working relationship that has been achieved over the years between the League's 24-member Board of Directors, and its 18 highly qualified staff. President William R. Fleming, Vice President of International Harvester Canada Limited, has just been elected to serve for a two year term of office.

How it began

"At the instance of the Ontario Railway and Municipal Board, a meeting of interested citizens was held in the Public Accounts Committee Room, Parliament Buildings, on Monday, September 15, 1913 at 11 o'clock for the purpose of discussing ways and means for conducting a safety campaign, having as its object the education of the public as to the dangers on the street, and prevention of accidents".

That's how the minutes for the founding meeting of the Ontario

Safety League began. There was an engineer and a secretary at the beginning, hired at a salary of \$150 a month almost immediately after the founding meeting.

"In January 1914, they were rehired at \$100 a month", reports General Manager Fred Ellis who has been with the league for the past 18 years.

"The League had fallen on evil days, and the staff agreed to take a temporary cut in salary". It was restored to the original figure at the end of the year.



Spectators in Algonquin Park gather to watch the OSL's outdoor recreation demonstration. Here Hon. J. A. Bernier, Minister of Natural Resources, joins outdoor expert Jan Dawson in demonstrating safe canoe practices.

The earliest work of the League was concentrated on schools. The O.S.L. School Safety Teaching Service has been supplied to Ontario schools since 1913 without interruption, and it's so popular that six other provinces in Canada have arranged to have it supplied to their schools regularly too, with a local imprint.

"In those days, there was no other source of safety material for teaching children to stay out of accidents", Manager Fred Ellis explained. "The schools relied on the League heavily for this kind of guidance".

It was a free service in those days. Now there's a nominal charge for nearly all of the League's services, which helps to sustain the great variety of programs they offer.

The smiling little cartoon elephant that most parents, police safety officers and former kids credit with helping to keep Ontario's school accident rate to a minimum, began as a local newspaper promotion.

Elmer was created by artist-animators Charles Thorson; at the request of Bas Mason of the Toronto Evening Telegram, and Inspector Vernon Page of the Toronto Police Department, just after the war.

For 28 years his six safety rules have been an important part of Toronto school children's first memory work. He became so popular in other parts of Ontario that the Ontario Safety League took over administration of the program for the province, in order to keep it uniform, and satisfy the demand.

More recently still, the Canada Safety Council in Ottawa received rights to the program and administers it nationally.



William R. Fleming,
Ontario Safety League President



General Manager
Fred H. Ellis

Traffic's only part of it

Patricia Cooney is Manager of the Family Safety Department that administers the province-wide school program, and she's concerned with every kind of accident that affects children.

"We often put fire safety themes, references to broken glass and pop tops, poisoning hazards into our teaching aids", says Pat. "And fireworks have been a cause of a tremendous number of accidental injuries until they came under legislative control last year.

"We were instrumental in helping to have all firecrackers banned in 1973, and there's been a dramatic drop in fires and injuries from this cause".

Other family fireworks may be bought a few days before Victoria Day and set off on private property. But there is strict legislative control now in the Explosives Act over display fireworks. You can't even buy them without producing the name of the trained person who's going to set them off, and this name is checked against a list kept by Energy, Mines and Resources, Canada, before the fireworks can be delivered to the purchaser.

A set course for "Fireworks Supervisors" is stipulated under the Act and scheduled throughout Ontario by the O.S.L. Seems a little extreme? Not when you examine the reasons for all the excitement.

Two summers ago, a little girl was killed during a park fireworks display. One of the rockets that failed to explode in the air, came down and killed her. She should have been nowhere near the firing site. About the same time, Pat says, two individual mothers had youngsters who had firecrackers in their pockets go off, injuring them badly and requiring skin grafts.

The mothers got mad, contacted their M.P.'s and the On-

tario Safety League, and the machinery that was to lead to the restrictive legislation was set in motion. "And the point is, it worked", insists Pat. "We used to get all kinds of reports of fires, and of injuries from hospitals after May 24th.

This past year, there were only a couple of accidents reported involving fireworks.



Ernie Taylor, the League's former Outdoor Recreation Director, interviews Chief Dan Sarzen of Golden Lake for radio program.

Over the years, the O.S.L. grew and responded to contemporary needs. As cars became popular, so did discussions in the press about speed limits, disguised policemen and speed traps, and goggled, devil-may-care automobilists.

The O.S.L. was ever at hand with comments, including one about the unlikelihood that ladies would ever be able to master such powerful machines. Special educational material was produced for streetcar motormen, bicyclists and canoeists in Toronto Bay; hints to motorists on how not to alarm skittish horses were high on the list of helpful motoring advice.

"From the beginning, the League went out into the field and actually started a great many

community safety councils", said Fred Ellis.

"And by the 1930's there were active programs in commercial vehicle driver safety. These were run as incentive programs for commercial drivers, just as they are now", he explained.

Only then there were programs for horse-drawn vehicles, since many of our members were dairies and bakeries who used horses exclusively".

Today, the Commercial Vehicle Department of the League provides monthly newsletters and posters to both drivers and management of member companies across the province. Records of all drivers are carefully kept, and progressive safe driving medals are awarded at annual banquets all over Ontario.

It was this department that also started offering courses in fleet management.

Ever since 1945 companies, large and small, have been sending their fleet supervisors to the League's training courses in Fleet Management, Efficient Fleet Management for Small Fleets, Course for Driver Trainers in Commercial Fleets, Fleet Main-

tenance courses and a special two-day Advanced Seminar for Fleet Supervisors.

In 1958 they introduced their first course for commercial driving school instructors in Canada.

"It's now practically a prerequisite for commercial driving school instruction in Ontario, and it's mandatory for teaching the in-car portion of high school driver education", said Traffic Safety Manager Dick Palmer.

The Defensive Driving Course, a refresher eight-hour course for already licensed drivers, is an extremely popular course which has been administered by the League in Ontario for the past six years.

"We go all over the province with it", Mr. Ellis said, "training

(Cont'd on next page)



Patricia Cooney, Manager of the
Family Safety Department.

Ontario Motor League sponsors patrollers across province



Of the more than 2,000 school patrollers who journeyed to the 15th Annual School Patrol Jamboree in Ottawa last summer, by far the majority come from Ontario.

The Ontario participants in the Jamboree are sponsored annually by the Ontario Motor League affiliates of the national sponsors the Canadian Automobile Association. The O.M.L. and its local automobile clubs in Ontario organize and provide financial sponsorship for safety patrol wherever they exist throughout Ontario.

The 2,000 out-of-towners were joined by 5,000 more patroller from Ottawa, the Ottawa Valley, the St. Lawrence Seaway communities and the Western Quebec area.

The two-day Jamboree is the crowning annual event for school safety patrols across Canada who since their inception in the '30's have sustained a record of no fatal accidents to school children under their care.

The Ontario Safety League (Cont'd from page 5)

instructors who then train their own employees".

The majority of community colleges run these courses, and school boards, police departments and government departments also run them for employees.

Young drivers

Pro Drivers' Courses are for any young people, 16 to 20, who find it inconvenient to attend the high school driver education courses.

"It meets, and in fact surpasses the government-sponsored course offered extra-curricularly in most secondary schools", points out Dick Palmer.

The course is offered on Saturdays, evenings and during vacation periods, in Metro Toronto

and Mississauga, in co-operation with the Metro and Peel Regional Police and Radio Station CFRB.

In the rest of Ontario, the League sponsors similar courses known as Ontario Safety League Youth Courses. "These are under our supervision and inspection", explained Palmer, "and recognized by insurance companies for discount purposes, as are the Pro Driver courses".

In 1973, there were 4,000 graduates of O.S.L. Youth Courses, and this year they're expecting about 6,000.

Outdoor recreation

Small power boats, improperly operated and leading to a rash of drownings, led to the formation of this department of the League back in 1960.

Hunting and fishing boat accidents and firearm accidents dur-

ing those seasons were soon added, and in 1965-66 the snowmobile burgeoned across the countryside, creating a whole new area needing this department's attention.

But the emphasis has changed now. People have learned a lot about safe motor-boating since the rash of small powerboat accidents in the early '60's, and there's now a resurgence of interest in canoeing and camping.

So the League goes out to the campers, boaters and especially canoeists each summer with a spectacular demonstration unit, travelling all through Algonquin, Killarney and Grundy provincial parks.

The demonstration team are outdoor experts Rob and Jan Dawson from Parry Sound, who are school teachers in Parry Sound the rest of the year. Accompanied by Outdoor Recreation Director Ernie Taylor, twice daily they demonstrate proper canoe strokes, handling of the canoe in adverse conditions, and how to survive if the canoe capsizes.

Ernie Taylor retired at the end of the summer, and a new Manager, Carmen Roblin, joined the League to take over the Department.

Terry Thompson, a relative newcomer to the League, took on the busy position of Public Information Manager 18 months ago when John Ricketts retired.

"I found that the League enjoys a tremendous reputation with the press and with the pub-



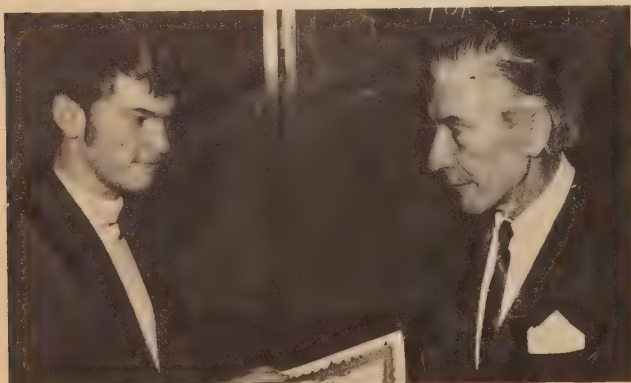
Terry Thompson, Public Information Manager.

lic", Terry observed. "And I see it as part of my job to continue the good rapport".

Terry keeps in close touch with latest developments in the field, and keeps media, government, business and interested individuals informed with his distinctive quarterly O.S.L. News and regular press releases ranging from pithy "fillers" to chatty, reasoned and witty arguments for a saner approach to driving.

"It has its discouraging moments, this work", he admits.

"For instance, when you've got off a really effective message to the media about the wet road hazard, and the wisdom of slowing down when it starts to rain. And you see from the press clippings that it gets excellent coverage, and maybe you're making a dent in the road accident problem. But next day, you read about another fatal crash that happened in the rain, and you have to wonder".



Traffic Safety Manager Dick Palmer and student.

Bike safety—that's a family matter with the Foxes



Mr. & Mrs. Robert Fox bring bike safety to Ingersoll's schools.

How does a busy couple with five children of their own find the time or energy it takes to give 400 primary school children rudimentary bike safety instruction?

For the past two years Mr. and Mrs. Robert Fox of Ingersoll have carried the Ministry's Crusader's Cycle Club into Ingersoll's seven primary schools. They made sure every student up to grade six acquired classroom knowledge, then staged a town-wide Rodeo where the kids went through the program's field tests and the best of them won new bikes.

"I travel 600 miles a week on my job", explains Robert Fox, an electronics engineering technologist for IBM in Woodstock. "I've seen some very close calls with bicyclists".

There was a fatal injury in Ingersoll in 1971 involving a young bicyclist and a car, and

another one back in 1967 when a little girl on her bike was hit by a train and killed.

"That created a lot of awareness in the town", recalls Robert, who was president of his Home & School that year, "and when the Ontario Home & School Federation sent out the Ministry's Crusader Cycle Club literature to the local associations, we were ripe for this kind of project".

Mrs. Fox, hard worker behind the scenes, goes around to the schools with the safety literature, and collects entries for the Rodeo. She also does all the tabulating of scores for the final Rodeo which was held in May this year.

Early in that first spring of '73 when the Foxes were getting the Ingersoll bike program going, Robert's father George Fox came to visit and see how they were going about it. He got the program going in Leamington's nine elementary schools that same season.



George Fox, centre, with two retired friends Ed Bailey and George White, co-ordinated the bike safety program in 22 Leamington and district schools last year.

"The second year we expanded to 22 schools, taking in the surrounding areas of Blytheswood, Tilbury, Essex, Kingsville, Harrow, Comber, Wheatley, Ruthven and Mersea Township", said Mr. Fox. "It's been a worthwhile thing, both years".

Mr. Fox, senior, and friends Ed Bailey, George White, Archie Mosey and Nelson Whaley are all Samaritans—"the playground of Oddfellowship", they explained. The Samaritans were looking for a community project and bike safety fitted the local needs.

"We had tremendous co-operation from the police, both local and OPP", said Ed Bailey, giving special plaudits to the safety officers from Tilbury and Essex forces.

Constable Robin Dobson, Safety Officer in Kingsville, and OPP Officer Cassidy, Safety Officer for Essex; OPP Constable Shaus from the Berlin detach-

ment of OPP and Murray Melow, Staff Sgt. in charge of traffic for the Leamington force.

"And Cliff Hartwick and Larry Chopchik of the Mersea Township force worked as volunteers on the program, they were so keen on it", he added.

Field trials were held at every one of the 22 schools involved, and a Rodeo, staged at the end of the school season. Seven bikes were donated and given away.

The Ministry's Crusader's Cycling Club material was used right through to the badges and wallet cards the children who pass the whole course received.

The whole Fox family feels it's been a good experience, one that's rubbed off indelibly, they hope, on the two communities of Ingersoll and Leamington where, like everywhere, there's a bike population increase that shows no signs of stopping. ●

Safety goes regional in Halton County

The traffic safety efforts of the Oakville, Burlington, Milton and Halton Hills area (formerly Georgetown and Acton) have been merged into a region-wide safety organization known as the Halton Region Safety Council.

"We felt that since policing is going to become a regional responsibility, so should traffic safety", explained Mrs. R. P. Johnstone, first Chairman of the new council, who has a distinguished record in community activities as longtime member and former chairman of the Burlington Safety Council.

"But we're not trying to take over or disregard any established



Mrs. R. P. Johnstone, Chairman of the new Halton Region Safety Council.

group", Mrs. Johnstone hastened to add.

There is a strong local safety council in Burlington and an

Oakville Safety Committee, as well as a Halton Farm Safety Council in the region.

"We'd be glad to help form a similar local council in either Halton Hills or Milton", she added.

While traffic safety is logically a regional responsibility falling under the new regional safety council, such matters as fire prevention, home and water safety, and poison control would fall more easily within local jurisdictions.

Regional Police Chief Kenneth Skerrett is wholeheartedly behind the new council's efforts. The 25 members composed of in-

terested citizens, ranging from a regional council representative to the principal of the Ontario School for the Deaf at Milton, meets monthly to discuss its current projects.

It also provides the funding for school safety patrols in the region, and for the training camps and attendance at the annual Ottawa patrol jamboree.

The Regional Safety Council has just bought a safety van which it is presenting to Sgt. Bromley, head of the safety division for the Region. Oakville and Burlington each gave a van to their local safety officers to help them get around to schools. ●

Letters to the editor

I am writing in response to your informal survey of being "saved by a seat belt", mentioned in the June 1974 issue of *Ontario Traffic Safety*.

Although my accident was not a serious one, I feel that it would have been except for the seat belt, and therefore I feel justified in mentioning it.

Eight years ago I was forced off the road (Highway 27 on the way to Barrie) by a car coming around the curve on the wrong side. I took to the shoulder of the road, and ended on the edge of the ditch alongside it. I was tossed around as I fought for control of my compact car (Rambler American 330), and I really think that I would have lost control of the wheel except that I had my seat belt tightly fastened, which kept me from being thrown away from it. Neither my car nor I suffered damage, except scratched paint along the bottom side where I scraped the car against the vegetation at the edge of the ditch.

In contrast, I have been thrown to the floor of buses when I have been standing and they have made abrupt stops, and once was tossed around quite a bit in my bus seat under a similar fast halt. (Buses don't have seat belts).

I hope that this reply will help you in your survey.

Yours sincerely,
(Miss) Charlotte Broome,
R.N.
Toronto.

I was just reading *Ontario Traffic Safety*, June, 1974 and noticed the request for information on "saved by a seat belt".

In January 1973, my husband and I were involved in a serious automobile accident in which we, in our Volkswagen, were hit broadside by a large Oldsmobile. According to the police officers, it was a miracle we were still alive but they said it was because we were wearing our seat-belts.

My husband had a severe fracture of the femur and other assorted injuries and I had a number of fractures and bruises. It took us nearly a year to recover fully, but it didn't seem long when one considers our injuries might have been much worse or fatal, had we not been securely fastened in the car.

We had always worn seat belts religiously before this accident, but now we are vocal advocates of the merits of seat-belts. Many of our friends have started wearing them as well.

Do continue your good work in publicizing the necessity of wearing seat belts properly and other traffic safety measures.

Yours sincerely,
Jenny Oldengarm.

First Aid, emergency actions stressed at patrollers' camp

Emergency training, First Aid and evacuation of a school bus were some of the points stressed during the one-week summer training camp offered to 52 patrollers and school bus patrollers from Oxford and Middlesex counties this past summer.

On a special visitors' day, spectators were invited to watch as a police officer, posing as a school bus driver, feigned a heart attack. Pupil passengers stopped the bus and evacuated it in less than a minute. Another demonstration of First Aid treatment was given by St. John Ambulance staff, and pupils they had trained.

"These kids are so full of enthusiasm", commented OPP Corporal Bob Boyd, Community Service Coordinator behind organizing the camp. "As soon as school starts, they have to organize their patrols, and set up their records during the first two weeks. That's what this week at training camp is for".

The visitors included official representatives from the Middlesex and Oxford County boards, the Middlesex County Council, the Middlesex Farm and Home Safety Association and the Middlesex County Roman Catholic School Board. These bodies along with a number of local service clubs sponsor the camp, enabling the patrollers to attend either free or for a very small fee. Two local school bus lines, Skinner's and Murphy's, donated all transportation and demonstration vehicles for the camp.

80 more patrollers from Elgin County attended a similar training camp nearby two weeks later also organized by the OPP in cooperation with the Elgin County School Board. The trained patrollers and OPP officers are now carrying their training into the schools, where principals are helping them to organize similar training for every elementary school pupil in the three counties.

Coming Events

Oct. 7-11 — Fleet Supervisor Course, Ontario Safety League, 409 King St. West, Toronto.

October 21-24—4-day course on Modern Control Methods for Traffic Signal Systems, University of Toronto, Downtown Campus. Contact Dept. of Civil Engineering, U. of T., Toronto attn: Traffic Signal Systems.

Nov. 13, 14 — Police Safe Officers' Workshop, Seawards Towers Hotel, Toronto. Contact Ontario Traffic Conference Office, 366-2721, Toronto.

November 18-19—2-day Conference on Advanced Techniques in Fleet Safety Management, Ontario Safety League, Contact E. L. Moore, O.S.L., 409 King St. W., Toronto. (416) 362-1511.

November 24-26 — Ontario Trucking Association, 48th Annual Convention, Royal York Hotel, Toronto. Contact (416) 247-7131.

ontario traffic safety

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Hon. John R. Rhodes, Minister.
H. F. Gilbert, Deputy Minister.

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TOTAL ROAD DEATHS DOWN '73 figures focus on young driver

Both the number of traffic deaths and the number of motor vehicle collisions involving fatalities were down 10 per cent during the first seven months of 1974 compared to the same period last year, according to figures released by the Ministry of Transportation and Communications.

Injuries to the end of July, 1974, rose 3.4 per cent to 54,900 over the same period last year. At the same time, the number of motorcycle drivers injured increased by 33.4 per cent while the number of motorcycle passengers injured increased by 22.4. Transportation and Communications Minister John Rhodes stated that vehicle registrations have increased by nearly 60 per cent over the past 10 years. And the number of licensed drivers has gone up over 42 per cent in the same period.

In 1973, he added, 3.8 million Ontario motorists travelled an estimated 37.7 billion miles, an increase of 8.3 per cent over 1972.

The death rate per 100 million vehicle miles travelled dropped fractionally from 5.5 to 5.2 last year.

The 1973 statistics relating to motor vehicle collisions show slight increases over 1972 in almost every category.

Motor vehicle-related property damage increased 11.3 per cent from \$153.7 million in 1972 to \$171.1 million in 1973, while collisions involving only property damage increased from 124,333 to 126,061.

Fatalities involving bicyclists were up 11.3 per cent in 1973; motorcycle drivers' fatalities were up 27.3 per cent over the previous year.

Mr. Rhodes concluded: "Nearly 40 per cent of those fatally injured during 1973 were in the 15 to 24 year age bracket. We must, and will, increase our traffic safety programs to insure that the younger motorist is made increasingly aware of the responsibilities of driving safely, and obeying the rules of the road". ●

Fasten straps in new GM infant seat, parents warned

Since the design of the GM infant seat has been modified to allow a shoulder belt to hold it, the car seat, General Motors had to warn owners to be sure the restraining straps are fastened while the seat is in use. GM says that during non-car use of the seat, an unharnessed baby could slip and catch its neck in the lap-and-shoulder belt opening on either side of the carrier. The warning was issued after three such incidents occurred in the United States. All three babies were freed with minor scratches and bruises.

All retailers of the seat are being notified of the potential hazard. Modification kits and instruction labels will be provided to outlets and warehouses handling the unit for installation on all units in stock. ●



Old model GM infant seat with side holes for lap belts to go through.



New model was designed to accommodate the latest three-point shoulder harness. Notched side openings have presented hazard to unbelted babies.

Christmas Message



The tragedy of accidental death and injury on the highway has no place in our midst at Christmas time — nor at any other time of the year.

During this season, as the spirit of peace and goodwill of Christmas surrounds you, may I urge you to give some special thought to what safe driving means to you, your families, and every Ontario citizen.

A second's carelessness at the wheel can mean untold suffering and pain to victims of traffic accidents and their families. On the other hand, extra alert driving by everyone at this time of year can ensure that Christmas is a truly happy time for everyone.

On behalf of the Ministry of Transportation and Communications, Ontario, I extend to all the readers of Ontario Traffic Safety my very best wishes for a safe and happy holiday season.

John R. Rhodes

John R. Rhodes,
Ontario Minister of
Transportation and Communications.

Education, not legislation, for seat belt use

Although it is recognized that the use of seat belts in motor vehicles reduces serious highway injuries and death, Ontario will not introduce compulsory seat belt legislation, says Transportation and Communications Minister John Rhodes.

Mr. Rhodes, speaking to delegates at the Canada Safety Council's sixth annual conference in Toronto, said that his Ministry intends to expand its public educational program instead.

"We are in the process of preparing an educational program which will be aimed at encouraging people to belt up in cars", the Minister stated.

"We feel that this campaign could be effective in swinging many more people over to the use of seat belts without the use of compulsory legislation".

The decision to abandon mandatory seat belt legislation, he said, was the result of "a dis-

mayed lack of citizen's support" for such a law; effective police enforcement would be difficult; the configuration of certain seat belt assemblies tends to "put people off"; the legal implications of the compulsory use of seat belts — especially civil liability — has not been fully explored.

In Australia, where seat belt use is required by law, Mr. Rhodes said recent reports indicate that seat belt usage has declined, particularly when people consider themselves out of reach of the police.

The Minister also told the delegates that Ontario was not planning to reduce highway speed limits in the province, despite the American experience during the last year.

Speed limits in the United States were reduced to 55 miles an hour last winter, following a serious energy shortage as a result of the oil embargo by the Arab countries. An accompany-

ing reduction in highway death tolls and injuries was reported.

Noting the relationship between reduction of speed limits and the reduction of traffic fatalities in the United States, Mr. Rhodes said a recent study by his Ministry did not show conclusive evidence that speed alone is the prime factor in motor vehicle accidents.

"The lack of statistical data and in-depth research precludes drawing any definite conclusion from the American experience", he said.

"Even with the 55 mile speed limit signs posted prominently and publicized widely, the U.S. accident rate was up five per cent in June".

Other factors, he said, such as drinking driving, the mental attitude or poor driving judgement of the driver, would seem to play a much more extensive role in accidents on the road. ●

39,582 trained to drive in 73-74

A total of 39,582 students were successfully trained in drive education courses in Ontario secondary schools last year, according to the annual report released by C. E. Laybourn, Administrator of Public Safety Programs for the Ministry of Transportation and Communications.

The courses, conducted in 57 schools by 1,232 qualified drive instruction teachers, all comply with minimum standards laid down by the ministry in cooperation with the Ministry of Education.

"As in past recent years, the program has increased on all fronts", commented Mr. Laybourn. "There are more qualified teachers each year and more schools offering the course, gradually the demand by students for this training is being satisfied".

A further 120 teachers became qualified last summer to instruct driver education in Ontario schools, in the annual three week Teacher Preparation Course which was held simultaneously in Toronto, Ottawa, Hamilton and London.

Truck hero named



Ken Bishop of Lloydminster, Saskatchewan, has been named the 1974 Dunlop National Truck Hero of the Year in recognition of his brave action in saving the life of a fellow trucker. Bishop pulled driver Jim McAde, an Edmonton trucker, clear of a gasoline fire after McAde's fully loaded tanker truck collided with a semi-trailer head on just outside Vegreville, Alberta. The Hero received the 1974 Dunlop National Truck Hero Trophy, a cash award of \$500, an engraved watch and an expense-paid weekend in Toronto.

Renewal stickers on sale

Starting December 2, owners of passenger cars and trailers can obtain their 1975 renewal stickers at any of the 296 licence issuing offices throughout the Province, the Ministry of Transportation and Communications announced.

This year the validation stickers for passenger cars will be green in colour and those for trailers will be black. Fees are the same as for 1974: \$23 for a 4-cylinder vehicle; \$32 for 6-cylinders; \$40 for an 8-cylinder car and \$5 for trailers.

This is the second year of the multi-year permit and sticker renewal system.

With a view to speeding up service in the licence issuing offices, simplified renewal application forms containing an insurance declaration have been distributed ahead of time to all provincial L.C.B.O. retail outlets as well as all licence issuing offices. This is to encourage motorists to fill the forms out before going to the licence bureau.

Applicants need just present the licence issuer the completed form, together with their multi-year permit and fee. The validated permit will be returned together with a validation device that the applicant will be in-

structed to attach to the renewal plate of his vehicle on top of last year's sticker.

Deadline for having the new sticker on passenger vehicle licence plates is February 1, 1975; for trailer plates March 1, 1975.

Failure to affix the sticker by the required date is an offence under The Highway Traffic Act.

Drivers can donate organs for transplant

The Ontario Driver's Licence form is being redesigned to provide a space for making an anatomical gift statement, allowing transplantation of human organs immediately after death.

If a driver has signed the anatomical declaration and then changes his mind, he can detach and destroy the particular section of the licence.

It is expected the new form will be available in mid-1974 after the present supply of licences has been exhausted.

Traffic toll can be reduced, says Lalonde

"It is the simple truth that many of our traffic accidents in Canada could either be prevented, or the injuries sustained greatly decreased, by implementing simple safety measures such as reducing speed, fastening seat belts and refusing to drive after drinking", said National Health and Welfare Minister Marc Lalonde to the Canada Safety Council's sixth annual conference in Toronto in October.

"More than 6,000 Canadians die each year as the consequence of highway traffic accidents", Mr. Lalonde said. "If present trends continue, we can expect the mortality rate from automobile accidents to exceed 8,000 a year within the next five years".

He added that the cost of accidents is an enormous factor in our economy. The total sum in Canada, including costs of hospital care, legal expenses, public liability and property damage, loss of time from work and the costs of permanent disability, reaches \$2 billion a year.

Walter Reynolds receives St. John honour

Walter B. G. Reynolds, who has promoted traffic safety education programs for the Ontario Government for the past 18 years, has been invested as an Officer in The Most Venerable Order of the Hospital of St. John of Jerusalem.

Commissioner Leonard H. Nicholson, Bailiff Grand Cross, invested the new members into the order, in a ceremony which was held at Government House in Ottawa, November 14. The newly invested members were then greeted at a reception held by Her Excellency, Madame Leger.

Commenting on compulsory seat belt legislation, Mr. Lalonde said that compelling somebody to do something only produces marginal success.

"Before success could be realized, the Canadian public would need to be fully informed of the enormous benefits to be realized in personal as well as family safety", he told the delegates.

"The Canadian public deserves the whole truth on this issue. The positive value of seat belt use must be reinforced", he concluded.



Former R.C.M.P. Commissioner Leonard H. Nicholson, right, Bailiff Grand Cross of the Order of St. John, invests Walter B. G. Reynolds as an officer of the Order at investiture held at Government House in Ottawa on November 14.

Governor General Jules Leger is Prior of the Order in Canada. The Priory of Canada invests a few selected Canadian citizens each year in recognition of their contributions to the community.

The Order of St. John dates back to the early days of the Crusades.

Mr. Reynolds began his traffic

safety work in 1954, as general manager of the Ontario Safety League. He joined the Government in 1957 as Commissioner of Highway Safety for the then Department of Transport. He is now Manager of Safety Information in the present Ministry of Transportation and Communications.

New Canada Safety Council President

The Canada Safety Council has appointed its first full-time President.

Former President Bruce J. Legge, Q.C., recently announced the appointment of former R.C.M.P. Commissioner, W. L. Higgitt to the newly-created full-time position at the Council's annual General Meeting. Mr. Legge was elected Chairman of the Board, a volunteer position.

"We are most fortunate indeed to obtain a person of Mr. Higgitt's stature and ability to assume this position", said Mr. Legge. "Speaking for all members of the voluntary Board, we are looking forward to working closely with him in developing new policies and programs to improve Canada's safety record".

A native of Anerley, Saskatchewan, Mr. Higgitt served 36 years in the R.C.M.P. He was Commissioner from October, 1969, until his recent retirement.

His career was further distinguished when he became the first non-European ever to be elected President of INTERPOL,



Left to right: Canada Safety Council's Executive Director Philip J. Farmer, Bruce J. Legge, Q.C., Chairman of the Board, and newly-appointed full-time President of the Council, W. L. Higgitt.

the International Criminal Police Organization, and in fact he still has two years of his term in that role to complete.

The Safety Council's well-known Executive Director, Philip J. Farmer will continue in that position with more time to de-

vote to the development of technical safety related projects for which he is internationally known.

Winter driving - you need

Winter driving can be very trying at best, and downright dangerous at worst. You need all the help that tried and tested advice can provide.

These tips recommended by the Committee on Winter Driving Hazards offer good answers to the special problems of starting, stopping, steering and seeing that driving in winter presents.

Get ready

If you haven't already done so, have a complete tune-up for the cold weather. Winter preparation means more than an oil change and an anti-freeze check.

- Test your battery. Charge or replace if necessary.
- Have fluid levels checked throughout the car; transmission, differential and power-operated units, cooling, windshield wiper reservoir, anti-freeze.
- Check tires for tread depth and uneven wear. If you have snow tires, put them on now.
- For easier starts, change to a winter weight oil, unless you already use a multi-viscosity type. Motor oil breaks down fast in cold weather, so it's a good idea to change the oil and filter about twice as often as in other seasons.
- Have the entire exhaust system checked for leaks. Carbon monoxide from a faulty exhaust can be deadly. Whenever you notice a change in sound of the exhaust, or the smell of fumes inside the car, or if you know the underside or rear is damaged, have a mechanic inspect the whole system. And never run a car in a closed garage.

Battery sense

The battery is the heart of your motor and should be given regular care, especially during the winter.

Check fluid levels often. If you add water during freezing weather, be sure to drive your car several miles afterwards so the water and electrolyte will mix thoroughly and prevent freeze damage.

The most frequent cause of winter no-starts is loose or corroded cable clamps. You can neutralize corrosion by washing with a mixture of baking soda and water.

But a word of caution: Be sure the caps are on tight and the vents covered with a cloth to prevent the soda solution from contaminating the electrolyte. Rinse the solution away with clear water. An inexpensive wire brush tool made especially for cleaning cable clamps and posts is a handy helper to carry in the trunk.

How to jump a battery

Battery electrolyte is a sulphuric acid solution. It generates explosive hydrogen gas. Use the following procedure to avoid sparks and to prevent acid from squirting out of vents.

1. The discharged battery and the booster should be of the same voltage — either 6 or 12 volts.
2. Put the gear lever into neutral or park.
3. Remove the vent caps of both batteries to release gas and cover vents with cloth.
4. Attach one jumper cable to the positive (+) terminal of each battery. Connect one end of the second jumper to the negative (—) terminal of the

booster battery, and the other end to the engine block of the stalled car. If the engine block is difficult to reach, the adjustment bracket of the generator/alternator is good.

If you have a foreign car, which may have a positive ground, check with your dealer for jumping procedure.

IMPORTANT: Check at this point for positive-to-positive and negative-to-ground connections. Reversed polarity could damage the electrical system or even cause an explosion.

5. Now start the stalled car and reverse hook-up procedure.

WARNING: Disconnect battery cables if a "fast charger" is used on a battery while still in the car. Never use a charger for starting voltage.

Steering — stopping — starting

Winter road conditions change as fast as winter weather . . . so be on guard.

Anticipate stops and slow down gradually, especially when

approaching intersections. This can be unexpectedly slippery because of the polishing effect on snow and ice.

Never jam on the brakes on slippery surface . . . you'll lock your wheels and go into a skid. Pumping the brake with rapid jabs allows you to keep wheels rolling and better steering control.

If you do go into a skid, quickly . . . but don't over-react. Take your foot off the gas and steer in the direction the rear of the car is skidding. You'll get the car regaining a grip on the road . . . then straighten your wheels.

You need a lot more room to stop on wintry roads, so keep a safe following distance in traffic.

Anticipate turns. Slow down well ahead and make them smoothly.

Use extra caution in warm temperatures — or when the ice is out. Ice can be wet at 40 degrees and twice as slippery as "dry" ice at zero.

Some sections of roadway may be icy when other surfaces



Winter driving — trying at best, dangerous at worst.

all the help you can get

dry — underpasses and deep cuts because of shading, overpasses and bridges because of the cold air beneath. If you hit an unexpected ice patch, ease up on the gas, hold the wheel steady and roll through.

If you get stuck in snow, you may be able to get out with a rocking motion of the car. Get the snow away from the tires first by turning the wheels back and forth. Use a slight pressure on the gas and move the gear selector rhythmically between "drive" and "reverse".

Check your owner's manual for warnings on rocking.

By all means avoid racing the engine or spinning the wheels. You'll only dig in deeper and it

could cause overheating and transmission failure.

If your wheels are spinning, sprinkle sand or rock salt under the drive wheels, or carry pieces of carpeting to slip under the tires. You can also get temporary traction on ice with a liquid spray-on available in auto stores.

Have an automatic speed control? Don't use it when driving conditions will not permit a constant speed, such as in heavy traffic, on winding roads or when roads are snow-covered or slippery.

See and be seen

To see and be seen is a vital necessity in winter motoring.

Remember, danger can come from any direction, anytime.

Before you start out, clean all glass of ice and snow . . . not just peepholes. That means side and rear windows, too.

Keep headlights clean. Dirty lenses can cut illumination at least 25 per cent.

Operate heater a few minutes before you get under way. You could be blinded by sudden fogging of the glass until the car warms up.

Keep speed down when driving in poor visibility, such as sleet, fog or swirling snow. Keep headlights on low beam. In severe conditions, pull off the road to a safe spot.

Use the washer to keep windshield clear of road spatter. Check fluid reservoir, at regular intervals.

Operating wipers on dirt-gritty or ice-encrusted glass damages the blades. Replace them when they cause streaking.

Shut off wipers before turning off the engine. If wiper switch is on, blades may freeze to the windshield and cause wiper motor damage when the engine is started again.

For concealed wiper cars, if the blades need to be freed of ice or snow in the parking recess, opening the hood will provide greater access. Fresh air intake at the base of windshield can be cleared in this way, too.

Traction action

The type and condition of your tires is always critical to safe winter driving.

Have you heard that reducing air pressure increases traction on slick or snowy surfaces? Not so — it doesn't improve traction significantly; it only increases tire wear. Keep tires inflated to the recommended pressure for the load.

Regular tires should have enough tread to get a good bite on snow or ice. Snow tires are an advantage if you drive a lot on snowy roads. They should be of the same size and construction as the front tires.

Chains provide the most traction for severe snow and ice conditions.

Chains are not recommended for oversized snow tires because of fender interference.

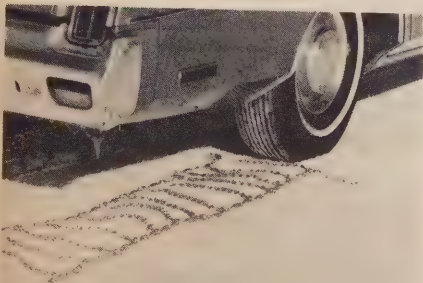
Sometimes on rainy or slushy roads a wedge of water builds up between the tire and the road surface. Known as hydroplaning, it can cause loss of traction and steering control.

To forestall hydroplaning accidents:

- Slow down.
- Watch out for standing water.
- Replace tires with worn treads and keep them properly inflated.
- Keep a safe following distance.

EASY WAY TO APPLY TIRE CHAINS

With a little "know-how" and practice, it can be done in 6 minutes, without a jack and without getting your clothes dirty.



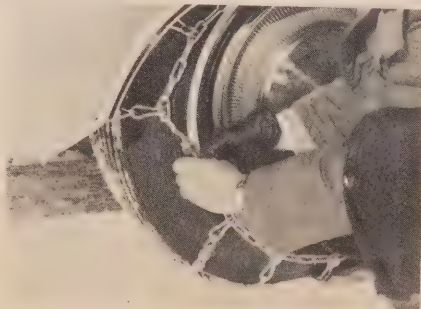
STEP NO. 1 Spread the chains on the ground behind the rear wheels to remove tangles. Hooks should be to the rear. Reinforced chains are best and the projecting teeth or cleats should be facing up.



STEP NO. 2 Gather the chains behind the tire so they won't catch the fender, and attach the end links to the "chain applier," a simple spring steel wire that is easily slipped onto the tire.



STEP NO. 3 Drive the car forward about one wheel revolution, so that the applier carries the chains around the tire.



STEP NO. 4 Remove the applier and fasten the inside hook first, then the outside hook. With a little practice the inner hook can be fastened by "feel" without getting under the car.

School bus safety discussed at conference

A lack of discipline on school buses is probably one of the main reasons for a lot of school bus accidents, says Ray Martinez, director of the U.S. National Safety Council's driver training and improvement program.

Mr. Martinez, speaking to delegates at the Canada Safety Council's conference in Toronto, was one of three authorities on school bus safety to make presentations during a panel discussion.

"Many bus drivers are not trained to discipline children, but they should be", Mr. Martinez said. "However, they must have the co-operation of students, teachers, principals and parents".

According to Mr. Martinez, bus drivers must establish discipline on school buses during the first week of school, just as teachers must establish discipline in the classroom.

"The bus driver has to be firm", he said. "He must explain to the students that these are the regulations and rules on his bus and they must be obeyed".

"The responsibility still lies with the driver and it is up to him or her to ensure the safety of the passengers".

D. J. Kennedy, general manager of Canadian Blue Bird Sales Co., spoke on behalf of school bus manufacturers. He told them school buses are one of the safest available modes of transportation.

"U.S. statistics show that school bus transportation is approximately eight times safer than the passenger car; and the injury rate per user for all vehicles when compared to school buses is 40 times greater".

Yet, despite this good record of school buses, Mr. Kennedy said there are still many improvements to be made. He said a systems approach to the "crash worthiness" of the total vehicle must be considered.

"To my knowledge, sufficient test procedures are not available in evaluating the total vehicle concept or the crash worthiness of the school bus", he said.

"I respectfully submit that the departments of transport of both the federal and provincial governments have a direct responsibility in this area".

He called on governments to "exercise more muscle" in the enforcement of certain standards, and to continue providing force-

ful leadership for all segments of the school bus industry.

"As manufacturers, we welcome any help. And we are ready to assist in any way we can to further the safety standards of school buses", Mr. Kennedy said.

John Langdon, general manager for Travelways School Transport, reported that while his company often had recruitment problems, they found that school bus drivers are "some of the most cautious and safest drivers on the road".

He also pointed out his company employs a large number of women school bus drivers; that they are very successful, particularly with regard to school bus discipline.

Stiffer I.D. demanded

Starting in October of this year, applicants for drivers' licenses and driver instruction permits must now provide documentary proof of birth date, in addition to the normal personal identification required by the Ministry of Transportation and Communications.

Passport, birth certificate or baptism certificate will all be acceptable documents for providing correct date of birth.

Social Insurance, O.H.I.P., immigration cards or similar official documents showing the applicant's name and signature will be suitable for personal identification purposes.

Winter driving folder available

Up-to-date information and tips geared to winter driving are contained in the folder "Winter Driving Requires Special Skills and Knowledge", available by writing to:

Public & Safety Information Branch,
Ministry of Transportation and Communications,
Ground Floor, West Tower,
1201 Wilson Avenue,
Downsview, Ontario
M3M 1J8

French language family safety magazine born



Famille Avertie est une revue trimestrielle, éditée par la Ligue sécurité de la province de Québec, pour la prevention des accidents au foyer, sur la route, et au jeu.

Abonnements (4 numéros); CHACUN: 1-9: \$2.95; 10-49: \$2.50-99: \$1.95; 100-499: \$1.75; 500-1000: \$1.50; 1000-4999: \$1.45,000 et plus: \$1.23.

Rédacteur en chef, "Famille Avertie",
5576 Chemin Upper Lachine,
Montréal H4A 2A7.

Round-the-clock road reports

The Ministry of Transportation and Communications winter road reporting service, which began November 4, is a 24-hour, seven-day-a-week affair.

People who want up-to-date information on winter road conditions need only telephone the Road Information Centre at Toronto or one of the Ministry's 18 district offices, as follows:

ROAD INFORMATION CENTRE, TORONTO — 248-3566			
Chatham	354-1400	Huntsville	789-2
London	451-5160	North Bay	474-0
Stratford	271-3550		474-0
Hamilton	527-9131	New Liskeard	647-6
Burlington	637-5625	Cochrane	272-4
Owen Sound	376-7350	Sudbury	522-9
Port Hope	885-6381	Sault Ste. Marie	256-5
Kingston	544-2220	Thunder Bay	577-6
Ottawa	745-7049		468-6
Bancroft	332-3220	Kenora	

Safety program materials were never so popular

Since we described the free teaching aid materials available to elementary school teachers and police safety officers from this Ministry in the August issue of this bulletin, demand for the Nursery School, Elmer the Safety Elephant, School Bus, School Patrol and Bicycle safety materials has been just about overwhelming.

Early in September, a catalogue and five order forms for the various program materials were mailed out to the public, separate and nursery schools across the province. At the same time, illustrated order forms went out to all O.P.P. and municipal traffic safety officers.

The result has been an avalanche of almost 8,000 orders from principals, teachers and police departments in just two



Left to right: Bill Neale, Elizabeth Mallette, Beverley Bloomfield, Carmie Gibbons and Shirley Parsons filled deluge of orders for Ministry's safety program materials.

months. Filling them has been no easy task for the Ministry's stationery stores office at Downsview.

"They've been arriving at the rate of 300 to 400 a day", says supervising stock clerk Bill Neale, "and we had to hire four extra staff members to ship the orders out".

Even then, says Bill, there was a backlog of over 3,600 at one point and nine people worked until 10 p.m. just to try and keep up with the number of requests from the schools.

Some items have been so popular they've run out, and new printings have had to be ordered. It's expected all schools will have received the program materials they requested, within the next few weeks.

Property owner won't be liable for trespassers' injuries says Grossman

Private property owners will not be liable for injuries sustained by trespassers on their property, according to legislation proposed this session by Provincial Secretary for Resources Development Allan Grossman.

The legislation, in the form of amendments to the Motorized Snow Vehicles Act, will also ensure that even where written permission has been given to the snowmobiler to be on the property, the owner of the property would be liable for injury sustained by the snowmobiler only if wilful or malicious harm can be established", Mr. Grossman informed the Ontario Legislature.

Failure of a snowmobile operator to obtain written permission from the owner or occupant of private property will represent a Provincial offence of trespass in the absence of a lawful excuse", said Mr. Grossman.

Where a complaint of trespass is made, the Crown will assume responsibility for investigation and prosecution".

The new legislation will also ensure that the owner and operator of a snowmobile both will be liable for any damage resulting from the operation of a snowmobile, unless it is being operated

without the snowmobile owner's consent. Then the operator will be fully liable.

Mr. Grossman also announced that the Ministry of Natural Resources, through its 48 district offices, is beginning immediate work on drawing up an inventory of existing snowmobile trails throughout Ontario.

"The Ministry will map trail routes and, during the winter, will identify and help maintain such routes", he said.

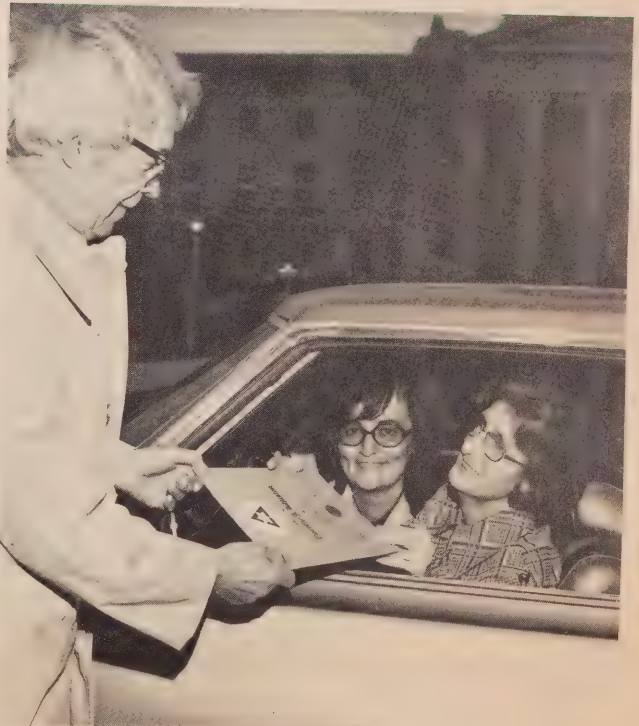
Snowmobile clubs and other groups interested in co-operating in the plan are asked to contact the Ministry's nearest district office.

RTAC calls for conference papers

The Roads and Transportation Association of Canada is now accepting proposals from authors of papers on any aspect of transportation, for presentation at its 1975 annual conference, to be held September 23-26 in Calgary.

For further information, contact Donald Holmes, RTAC, 874 Carling Ave., Ottawa K1S 5A4. Tel. (613) 729-5185.

She's one in a (half) million!



Winnipegger Dorothy Johnston, Canada's half-millionth Defensive Driving Course graduate, receives a commemorative certificate from Rupert Whitehead, Executive Director of the Manitoba Safety Council as Betty Gunn, her course instructor looks on. The Defensive Driving Course was started in Canada in January 1968. It is designed to help experienced drivers avoid potential hazards ahead, and compensating for the errors of other drivers. Courses are run by safety organizations, governments and private business and industry.

OML launches pedestrian program

Children's join-the-dots games, iron-on patches, posters, stickers and placemats are part of the new WALK WISE WITH YOUR EYES safety promotion introduced last month by the Ontario Motor League.

There are also TV slides, radio spots and releases available to the media.

The program was developed by member clubs of the Canadian Automobile Association and launched simultaneously across Canada. Designed to encourage pedestrians to "SEE AND BE SEEN", it is intended



as an aid to police, safety councils, community organizations and senior citizens' homes.

"There's a high percentage of accidents and fatalities in the 4 to 14 age group as well as the 65's and over", explained Neil D. Gaskin, executive vice-president and general manager of the O.M.L.—Toronto Club.

Last year in Canada, 1,200 pedestrians were killed and over 20,000 injured".

Aimed at cutting down these statistics, the program material is available on request by writing to: Ontario Motor League, Toronto Club, 2 Carlton Street, Toronto, Ontario M5B 1K4.

Letters to the editor

Cleveland County
England.

Dear Mr. Cowan:

Thank you very much indeed for all the Kindergarten Safety Materials sent to me, from you by my daughter, Mrs. Baker.

We have just formed a new Safety Committee and I felt I needed another approach to the problem.

I was aware that you had comprehensive safety programs as we have six Canadian grandchildren!

We are very grateful for your co-operation.

Yours sincerely,
E. Mary Horsfield

Toronto

Gentlemen:

As a car driver, I am constantly worried about hitting a bicyclist at night. The vast majority of them carry no lights of any kind, maybe a dirty reflector, and in the Fall of the year we mostly dark clothing.

A few years ago the Ontario Government passed a law that all motorcycle riders must wear a helmet, and I feel they have made it stick. I don't think there are any decent lights for bicycles, so why not pass a law that all bicycle riders must wear a fluorescent vest at nights.

I mean the bright overalls worn by policemen on traffic duty.

I suggest the police are too easy on bicycle riders. In the area most of the kids ride on the wrong side of the road and in the traffic flow. All I want to do is save their lives, and I for one don't want to hit anybody.

Yours very truly,
A. E. Nelson.

"HELP YOURSELF" FIRST AID BOOK

Ever wondered if you could cope with even the simplest injuries in an emergency?

A new paperback book by C. J. Laurin called "Help Yourself" is being distributed by the Industrial Accident Prevention Association, and it should fill a real need in many a household, youth group, industrial company and community organization.

The book differs from larger First Aid manuals in its simplicity of presentation. It's aimed at the layman who may not be able, at the moment, to take one of the St. John Ambulance 8-hour courses in Emergency First Aid.

Illustrated line drawings and comprehensive yet concise instructions cover artificial respiration, control of bleeding, fractures, heart attacks and many other common emergency situations that could arise in the experience of the ordinary individual.

The listed retail price is \$1.25, and quantity prices are offered to member companies of the Industrial Accident Prevention Association.

Write to: I.A.P.A.
2 Bloor Street East,
Toronto, Ontario
M4W 3C2

PRICE \$1.25
helpyourself

Easy to learn first aid treatment and safe habits



BY: C. J. Laurin,
with foreword by A. M. Davidson M.D.,
F.R.C.S. (C), F.A.C.S., Medical Advisor to
The Priory of Canada, St. John Ambulance

ontario traffic safety

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Hon. John R. Rhodes, Minister.
H. F. Gilbert, Deputy Minister.

W. B. G. Reynolds, Manager, Safety Information.
Editor, Judith Adams.

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Seat belt education program undertaken by Government

The Ontario Government has launched a \$650,000 public education program aimed at convincing motorists to wear seat belts.

The program was announced by Transportation and Communications Minister John Rhodes at an hour-long news conference at Queen's Park.

Mr. Rhodes told reporters the Government has decided not to make the wearing of seat belts compulsory because of a lack of citizen support and a problem of enforcing a mandatory seat belt law.

He pointed out that even Nova Scotia had decided not to enact seat belt legislation after passing such a law.

"It seems the Bill was introduced while Nova Scotia Premier Gerald Regan was out of the province," he said. "On his return, it was announced his government had no intention of enacting the legislation into law. Why? Because too many people were against it, and there was a problem of enforcement."

(Cont'd on page 5)

The Government had indicated earlier in a Speech from the Throne that it was considering making the wearing of seat belts compulsory in the province.

"Ontario recognizes that statistics indicate seat belts do prevent injuries and do save lives," the Minister said.

"But, like governments in all other nine provinces, it is also aware of a certain lack of citizen enthusiasm for any law making them compulsory."



When the car stops... you don't. Unless you're fastened in. Remember, drive defensively. Wear your seat belt. Buckle Up!



John M. Porter, a medical consultant with the Ontario Health Insurance Plan office in Mississauga, Ontario, responds to a question in the press at the announcement of the Government's seat belt program. Seated beside Dr. Porter, from left to right, is the Honourable John R. Rhodes, Minister of Transportation and Communications, and Larry Lonero, a research officer, from the Ministry's Safety Research and Development Branch.

Travelways Ltd. hosts school bus safety evenings throughout Ontario

John Shragge

Travelways Limited, the largest school bus operator in the Province, is hosting a number of "School Bus Safety" evenings across Ontario.

The first in the series was held in mid-January at the Stock Brothers Bus Lines depot in Collingwood. More than 75 municipal school officials along with members from various regional police forces and the O.P.P. attended.

To show the safety modifications made by manufacturers in the last nine years first hand, the buses were used: 1966 and 1974 models, both built by Canadian Bluebird of Brantford, and 1974 Welles "Lifeguard" built in Windsor by the Welles Corporation.

The newer buses showed obvious improvement, featuring such things as radial tires; larger brake

drums and linings; heavier chassis; dual braking systems; power steering; windshield washers; thermopane windshields; better defrosting systems; padded passenger seats and sealed beam flashers.

The Welles "Lifeguard" School Bus represents one of the most advanced school bus designs to date. Both frame and body have been redesigned and strengthened to give better crash and rollover protection to riders.

Traditionally, school buses built in North America are constructed with a multitude of short-length metal panels both inside and out. In collisions, under heavy impacts, the bodies have lacked structural integrity.

The Welles school bus is built using only 15 longitudinal panels at side and roof, plus one-piece

(Cont'd on page 6)



Concrete barriers, similar to the one shown above, will eventually go into use on Ontario freeways. The Ministry of Transportation and Communications says the new barriers are considered safer and cheaper to maintain and construct than the steel beam barrier currently in use.

New concrete median barriers destined for use on freeways

The Ministry of Transportation and Communications has announced that a new type of median barrier made out of concrete will go into use on Ontario freeways.

Most median barriers on provincial freeways are now made of steel beams.

The \$15 per foot estimated cost of constructing the concrete barriers is \$3 per foot less than the 1974 cost of constructing steel beam barriers.

Maintenance costs are very low because the tough concrete can withstand virtually any collision without damage.

Rising steel prices pushed the construction cost of steel beam barriers up from \$14-\$15 per foot in 1973-74 to \$18 per foot in 1974-75.

The Ministry of Transportation and Communications plans to use concrete barriers for the first time along Highway 401 through Oshawa—a project tentatively slated for 1976.

According to U.S. test results and records of actual collision experience the concrete barriers

are also safer in low speed, low angle collisions.

Under these conditions the unique contoured face of the barrier prevents the wheels of the out-of-control vehicle from riding over the barrier and directs the vehicle back into the traffic lane.

Only the vehicle wheels contact the barrier so there is less damage to the vehicle body.

Based on a design introduced in New Jersey in 1955, the barrier is 32 inches high and has three sections: a three-inch vertical curb, a 55-degree sloped section and an almost vertical upper section.

Concrete barriers of this type have been constructed along a 2,000-foot section of the Don Valley Parkway in Toronto and about a mile-long section of Highway 6 connecting link through Hamilton.

The Don Valley Parkway barrier has been repaired only once since it was built in 1973.

The Ministry's decision to adopt the concrete barrier system for provincial freeways was based on the results of a report issued in February by the MTC Systems Design Branch.

Drive Defensively

A child is nearly hit because he darts out between parked cars into your path. A Defensive Driver would anticipate such actions by travelling slowly and being attentive, especially in a residential section or school area.

Guelph wins 1974 CAA award for pedestrian safety program

The City of Guelph has once again been awarded first place in the Canadian Automobile Association's Pedestrian Appraisal Program, given each year to the Canadian city with the best pedestrian safety record.

Altogether, 127 Canadian cities participated in the CAA appraisal program.

In the 50,000 to 100,000 population category, Guelph placed first, Saskatoon was second, and Burlington was third. Kitchener received honourable mention.

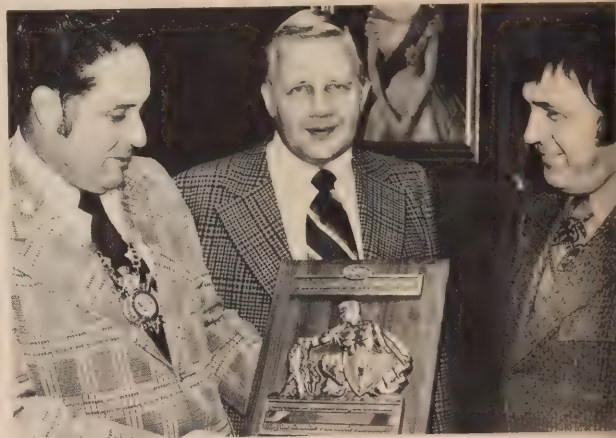
The CAA Pedestrian Appraisal

Program originated in the early 1960s.

Over the last 10 years, Guelph has earned six first place standings. And it was the first city to win a Grand Award for excellence in pedestrian safety.

Guelph scored the highest total number of points ever recorded by a city.

The recorded outstanding achievements can only be gained through the continued efforts dedicated, safety-conscious individuals and ever-alert pedestrians and residents.



Guelph Mayor Norm Jary (left) holds the Canadian Automobile Association's pedestrian safety award, presented to Guelph for having the best pedestrian safety record in Canada in 1974. Looking on are William J. Stewart, vice-president of the Ontario Motor League (center) and Grady Liddle, OML general manager.

Search for truck hero underway

The search for the 1975 Dunlop National Truck Hero is underway, it was announced recently by Manley J. Spencer, president of Whitby Tire Limited (formerly Dunlop Canada Limited).

"In sponsoring the award, we are focusing public attention on the frequent acts of bravery performed by professional truck drivers on Canadian highways and, at the same time, encouraging safe driving practices," Mr. Spencer said.

"We are honoured to commend these brave men who risk their lives without thought of their own safety while responding to the need for help."

He said his company was encouraged by the growing public response to the award. It received a record 19 individual nominations in 1974.

The selected hero receives a trophy, a Rolex Tudor wristwatch and \$1,000 cash award plus a VIP weekend for two in Toronto.

The person who nominates the National Truck Hero of the year is awarded \$200.

Nominations, accompanied by a newspaper clipping or a written statement as evidence, should be sent to Dunlop National Truck Hero Award Committee, Canada Safety Council, 1565 Laurent Blvd., Ottawa, Ontario K1G 3V4, by September 1975.

The act of heroism must have been performed during the previous 12 months.

The 1975 Award will again be presented at the Ontario Trucking Association convention in Toronto next November.

Motorized bicycles included under recent amendments to The Highway Traffic Act

Trucks, motorized bicycles and wheelchairs were all the subject of recent amendments to the Highway Traffic Act of Ontario.

Under Bill 195, the Government passed legislation altering the weight restrictions during the half-load period in March and April, insofar as they apply to two-axle trucks transporting liquid or gaseous heating fuels, and two-axle trucks carrying livestock feed.

These commercial vehicles are now allowed to carry up to 6,000 pounds per axle on a highway where the restrictions are in effect, compared to the 3,000-pound limit on other commercial vehicles.

Trucks used exclusively for the transportation of milk are completely exempted from the half-load restrictions.

Provisions governing wheelchairs and the use of the new motorized bicycles were passed under Bill 177.

Motorized bicycles—a bicycle given by a small motor in combination with old-fashioned muscle power—are considered similar to a 10-speed bicycle, except that they cannot be driven on a highway or street by anyone less than 14 years of age.

While motorized bicycles are considered "vehicles" under the Act, legally they are neither a motor vehicle nor a motorcycle. They are defined in the Act as "motor-assisted bicycles." The Act states:

"... motor-assisted bicycle means a bicycle with an attached motor which is driven by electricity or which has a piston displacement of not more than fifty cubic centimetres and which does not have sufficient power to attain a speed greater than thirty miles per hour on level ground within a distance of one mile from a standing start."

The owner of a motorized bicycle is not required to register the vehicle with the Ministry of Transportation and Communications, nor does he need a driver's licence to ride the bicycle on a highway.

Safety helmets, mandatory for motorcycle riders, are not required when riding a motorized bicycle.

And finally, the rules of the road were changed to give an occupant of a wheelchair the same status as a pedestrian when crossing a highway or street at a pedestrian crosswalk or at an intersection.



Under recent amendments to The Highway Traffic Act, new motorized bicycles like the one shown above are considered similar to a 10-speed bicycle, except that they cannot be ridden on a highway or street by anyone less than 14 years of age. Safety helmets, mandatory for motorcycle riders, are not required when riding a motorized bicycle.

Laws amended for operation of motorized snow vehicles

The Ministry of Transportation and Communications has amended the regulations governing the operation of motorized snow vehicles in Ontario.

The amendments cover such areas as registration, insurance, speed limits, reporting of collisions, wearing of helmets and obtaining written permission from the land owner in order to drive on his property.

The changes that will apply to the owners and operators of snowmobiles are:

- On the sale of a new vehicle the dealer must register the vehicle with the Ministry and pay the annual licence fee. (In the case of a machine used exclusively on the private property of the owner of the machine application may be made for a refund.)

- As well as being prohibited from driving on the roadway of a King's Highway you are now also prohibited from driving on the shoulder.

- Carrying of proof of insurance is now required when using public trails as well as on a highway.

- If a snowmobile is involved in a collision on or off the highway ... including private property ... which results in personal injury to any person or in damage to property including that of the owner of the snowmobile exceeding \$100, the operator shall report the collision to the police as soon as possible.

- Speed limits have been set for the operation of motorized snow vehicles when being driven on a highway, upon any public trail, or in any public park or exhibition grounds.

- Under the new legislation, a "public trail" is defined as any motorized snow vehicle trail established and maintained whole or in part by public funds.

- Where the speed limit on a road is 30 miles per hour or less, no snow vehicle may be driven at a greater speed than 15 miles per hour. This speed limit applies in any public park or exhibition grounds.

- If the highway speed limit is greater than 30 miles per hour, the maximum speed permitted for snow vehicle operation is 30 miles per hour. This is also the maximum speed permitted on any public trail.

- Municipal by-laws may vary speed limits provided signs are erected. Municipalities have the right to pass by-laws regulating, governing or prohibiting the operation of snowmobiles anywhere within their boundaries, on or off the highway.

- The operator of a snowmobile driving on private property is required to stop and give his correct name and address at the request of the owner or occupier of the property.

(Cont'd on page 6)

Licence suspension law changed

The complex system of driver licence suspension for offences under the Criminal Code of Canada has been simplified following recent amendments to The Highway Traffic Act.

If you are convicted of any of the following offences, you will lose your licence:

- Driving or having care and control of a motor vehicle while ability is impaired by drugs or alcohol;

- Refusing to submit to a breath test for alcohol;

- Driving or having the care and control of a motor vehicle with more than .08 per cent alcohol in blood;

- Criminal negligence in the operation of a motor vehicle;

- Dangerous driving;

- Failing to remain at the scene of an accident;

- Motor manslaughter.

Effective February 24, 1975, a driver's licence is subject to automatic suspension for three months upon conviction for a first offence, and six months upon

conviction for a second offence within five years.

A person who is convicted of the offence of driving while disqualified under the Criminal Code continues to be subject to a mandatory further suspension of six months in addition to any other suspension that is in effect at the time.

The period of suspension is no longer doubled if property damage or bodily injury is involved. For this reason, that section of the Act which provided for restricted licences during the last half of the suspension period is no longer required and has been repealed.

Suspensions in effect as of February 24, were adjusted to reflect the new provisions as provided for in the legislation.

The law is clear. If you are caught, charged and convicted on any of the more serious driving offences under the Criminal Code, you will lose the privilege to drive a motor vehicle in Ontario.

The human collision - the



Government seat belt movie being produced by Ministry

In preparation for the Government's public education seat belt program, Ministry of Transportation and Communications photographers and researchers travelled to Phoenix, Arizona, to conduct controlled automobile crashes.

The purpose of the tests was to capture on film what happens to the human body during a motor vehicle collision for a Ministry movie. The movie, entitled "The Human Collision," is currently under production and will be hopefully released early this summer.

The pictures shown above, taken with a 70-millimetre sequence camera at 20 frames per second, vividly depict unrestrained dummies being smashed against the car's interior. The car, towed by a hidden cable, was moving at only 30 mph when it struck the fixed barrier.

The dummies, each weighing 165 pounds, were designed to react like human bodies.

As the pictures clearly show, there are really two kinds of collisions in a single motor vehicle collision. The first is the car's collision in which the car hits the barrier, then comes to a stop.

The second and more important collision is the "human collision" which occurs when a human body or head strikes some part of the car's interior. In a motor vehicle collision, it is the human

collision which usually causes death and serious injury to the occupants.

Because the barrier does not move, the car is forced to stop. The front bumper is the first part of the car to come in contact with the barrier and it stops immediately. Within one-tenth of a second, the front of the car crushes inwardly about two feet and the car comes to a complete stop.

The passenger compartment of the car stops quickly, but not as abruptly as the bumper. The crushing of the front end serves as a cushion for the rest of the car—a cushion which helps absorb the shock of the collision.

As a result, the passenger compartment comes to a more gradual stop. Even in severe collisions, the passenger compartment usually remains in good shape. In our film sequence, the passenger compartment is damaged, not by the car's collision with the barrier, but by the impact of the dummies smashing against it.

The dummies, like people who have failed to fasten their seat belts, do not stop when the car does.

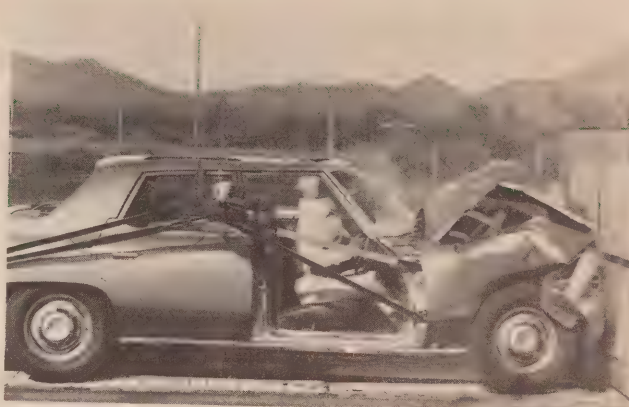
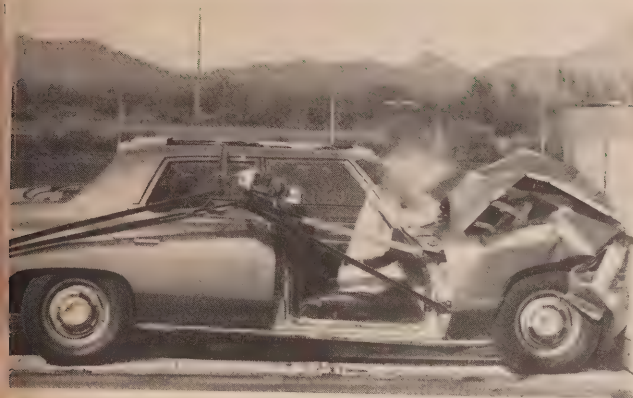
Instead, they continue moving at 30 mph during the one-tenth of a second it takes the car to stop. And they are still moving at their original speed when they slam into the windshield. Even at 30 mph, the force of this impact is often fatal.

IN ONTARIO IN 1973, THE HUMAN COLLISION CAUSED APPROXIMATELY 100,000 INJURIES AND 2,000 DEATHS.



Robert Lockhart, a Ministry of Transportation and Communications researcher, places an Ontario sticker on the car used in a control crash test in preparation for the Government's seat belt program. The testing was done in Phoenix, Arizona, for the Ministry movie on seat belts which will be hopefully released this summer.

car stops, but you don't!



Seat belt education program

(Cont'd from page 1)

The Government's program consists of six major points: A film, plus print and broadcast material; printed material and folders; a community action program organized by Ministry personnel for local use; the strategic placing of symbolic signs to remind motorists to buckle up; an elementary school program package; and evaluation and surveys to measure results.

The approach of the program is essentially an educational one, supplemented by modest advertising and promotional activities.

It differs from earlier programs in its attempt to provide information through many channels—mass media, schools and face-to-face contact. Many forms of materials such as films, the printed material, lectures and discussions are being used.

In the printed materials, for example, different formats with varying complexity and completeness are being produced to appeal to people with different levels of interest and understanding. Since the seat belt problem is both complex and technical, this varied approach is essential.

The educational segment of the program contains material in booklet form, to explain what happens to vehicles and occupants in collisions, giving actual evidence indicating the value of seat belts.

And, for larger distribution, related print messages such as folders or envelope stuffers are being produced.

A maximum of \$50,000 will be spent on advertising and all radio and television spots are being produced in-house by the Ministry of Transportation and Communications.

The program also includes a 30-minute film, produced by the Ministry, showing in a dramatic and understandable way what happens in a collision, as well as how seat belts can mitigate the consequences of collision.

"It is our belief the strong effort we have in mind, supported by adequate knowledge, resources, and evaluation, could bring positive results—such as greatly increasing the use of seat belts over the next year," Mr. Rhodes said.

He urged the newspapers to come up with a "massive feature campaign" of their own based on research, facts and figures provided by his Ministry.

"And why not?" he asked. "The editorial writers and columnists in most Ontario newspapers have already taken the stand that seat belts can reduce traffic injuries and fatalities."

"Thus I'm asking that together—the media and government—combine forces in a serious attempt to convince the unconvinced that seat belts can and do prevent highway injuries and death."

In Ontario, the problem is a serious one. In 1973, for example, 1,959 persons were killed in 193,000 motor vehicle accidents. About 98,000 were injured.

In addition, Ministry of Health

officials estimate it costs the people of Ontario about \$100 million a year in health care, welfare and other social and medical programs to repair the damage caused by motor vehicle accidents.

Mr. Rhodes said that if the Government's program can reduce these figures by as much as 50 per cent, it will be just as successful as any compulsory campaign—without "all the enforcement officer versus motorist hassles such legislation would bring on."

He concluded that he believed his Ministry's program would counteract with visual and factual evidence some of the popular misconceptions about wearing seat belts.

The dummies in the controlled car crash shown in the sequence above from left to right demonstrate what can happen to the occupants of a motor vehicle if they have failed to fasten their seat belts.

- The car approaches a fixed barrier at 30 mph.

- The car hits the barrier at 30 mph and begins to crush. Note how the hood and fenders buckle and absorb energy as the car begins to slow down. The dummies, with nothing to slow them down, continue moving at 35 mph.

- At this point, the car has stopped. The dummies hit the windshield at 30 mph. Notice the car has been severely crushed, but that the passenger compartment remains undamaged—except by the impact of the dummies.

- About one-tenth of a second after impact, the car has bounced back from the barrier; the dummies have begun to return to their seats.



This Ministry of Transportation and Communications sign reminding motorists to "Buckle Up" is just one of many motorists will see in various locations throughout the province this year. It is an integral part of the Government's seat belt program aimed at encouraging motorists and passengers to wear seat belts.



More than 75 municipal and school officials, school bus operators, and police safety officers attended the "School Bus Safety" evening in Orillia.

Bus safety evenings (Cont'd from page 1)

steel panels extending the full length of the passenger compartment inside and outside. This design greatly increases the strength and integrity of the bus body.

Later in the evening, guests were treated to a new promotional and educational film made for Travelways entitled: "School Bus Safety Chain," highlighting Travelways driver training and maintenance practices as well as showing the operation of their school buses.

Afterwards, a panel including Larry J. Needler, president and chairman of Travelways; Murray Hattin, MTC fitness and standards engineer; and several others, commented on the general state of the industry and answered questions from the floor.

The main discussion focused on the CSA D250 standard for school buses which became mandatory in the spring of 1974. The D250 standard relates to manufacturing specifications and standards for school buses for 24 passengers or more.

Mr. Hattin noted that MTC is looking forward to about 50 changes in the D250 standard which could come about by the end of 1975, including school buses with a capacity of 10 to 23 passengers.

The president of Travelways, Mr. Needler, admitted school bus manufacturers and operators have made mistakes in the past, but refuted the claim that modern school buses are "Cookie Cutters" on wheels.

"We are going to keep trying to improve the industry on a continuing basis," he said.

During the discussion, Murray Hattin pointed out there is a

Federal and Provincial overlap where school bus standards are concerned; that Federal regulations take precedence over CSA (Canadian Standards Association) standards in the provinces.

Manufacturers of school bus chassis and bodies must conform to both federal and provincial standards.

In Ontario, school bus operators, industry and consumer representatives, MTC officials and school officials take part in CSA committees which determine bus standards.

Travelways hopes to show their school bus program in various parts of the province to police authorities, school officials, school board members, teachers' associations and home and school associations.



A Travelways representative points to the larger three-inch brake drums used on the front wheels of 1974 school buses. Travelways also equips new buses with radial tires.

Safer children's car seats now available at retailers, Ouellet says

Consumer and Corporate Affairs Minister Andre Ouellet is concerned by allegations that regulations under the Hazardous Products Act are so stringent that children's car seats will no longer be available or will be priced out of reach of the average parent.

"Neither of these suggestions is consistent with the facts," Mr. Ouellet said in a press release. "The goal is to provide protection for children in automobile crashes, at least equal to that built into new cars for the driver and adult passengers".

The Minister said that the Children's Car Seats and Harnesses Regulations, introduced in 1972, were upgraded in November 1974, and will be upgraded again this November.

The two-stage approach, he said, was taken to provide manufacturers with a reasonable amount of time for product research and development to achieve better child protection, as well as to avoid the need for further changes in the regulations.

"In view of the thousands of injuries which occur to children in vehicle accidents each year, I am sure there will be agreement with any move to speed up the application of new knowledge in this field," the Minister stated.

"I understand that products meeting the November 1974 requirements have been distributed in large quantities to major retailers and that some are currently selling for about \$20."

He added that he was confi-

dent that reasonably-priced seats will be available, probably sooner than required by law, which will meet the November 1975 standards.

"I count on retailers to ensure adequate and early distribution of seats available now and in the future," he said.

The Minister said that departmental inspectors were acting as quickly as possible to clear the market of any non-complying products. But warned consumers to double check to ensure that the statement of compliance was on any seat purchased.

The statement of compliance reads: "This product complies with the applicable requirements of the Children's Car Seats and Harnesses Regulations."

Mr. Ouellet said departmental tests on seats complying with the current regulatory requirements demonstrate that they provide good protection under frontal impact conditions up to speeds of 30 mph, provided they are properly installed. He urged parents to take every care to follow the manufacturer's instructions.

The Minister also said that departmental test work completed in 1973 showed that accident injury could be reduced through minor changes to many seat designs meeting the 1972 regulatory requirements. This was the basis for the regulations which have just become effective.

"Many seats now in the hands of consumers, bought since 1973, could be easily modified to provide for greater protection," Mr. Ouellet said.

Motorized snow vehicles (Cont'd from page 1)

- The towing of a cutter, toboggan or sled is not permitted on a roadway or shoulder except to cross at an angle of approximately 90 degrees. Towing is not permitted anywhere except by means of a rigid tow bar.

- Helmets must now be worn by all snowmobile operators, passengers and persons being towed by a snowmobile, when on the roadway, shoulder or a public trail. Helmets must comply with standards established for motorcycle helmets.

- All snowmobile operators must obtain written permission from the owner or occupier of land in order to drive on the property. Where an owner gives permission

to a club, the permission extends to all members of the club. Traversing on private land without operating a snowmobile is an offence carrying a fine of up to \$500.

- Property owners owe no duty of care to snowmobilers using their property as a trespasser without written permission other than not to intentionally create hazards.

The new legislation contains authority for additional control and regulation which will come into effect until next season. These relate to identification of the vehicle as well as driver licensing and age limits. A further announcement will be made on these subjects at a later date.

Safety features in new cars reduce serious injury risk

The risk of suffering serious injury in an auto accident has been considerably reduced as a result of safety modifications made to cars in recent years, a study by the Calspan Corporation has shown.

Calspan's one-year study on the effects of changes in automobile interior design on injury risk was conducted for the National Highway Traffic Administration, United States Department of Transportation.

The investigation covered over 10,000 persons involved in injury-producing accidents in 31 U.S. states. Comparisons were made of the injury risk in 1968-73 cars, which complied with American federal safety standards, and 1960-65 cars which were of the pre-standard period.

The Corporation reported that the most significant reductions in injury risk in the later-model cars were achieved as a result of the redesigned instrument panel, the energy-absorbing windshield and a lower incidence of dangerous ejection from a car.

Particular attention was given to the study to the energy-absorbing steering column, which was specifically designed to absorb the forces involved when the driver's chest strikes the steering assembly in crashes.

Analysis of the data showed that the new steering column has

relatively little effect on driver chest injury in serious accidents.

The researchers found, however, that the risk of head injury after striking the new steering assembly has been substantially reduced from the pre-safety standard cars, resulting in a modest overall safety benefit from this system in high-speed collisions.

Today's steering column is designed to collapse or telescope as much as eight inches in severe head-on crashes.

Calspan reports that even in extremely severe frontal collisions, the steering column collapsed very little, failing to provide adequate driver protection to the extent of its design objectives.

However, Calspan researchers pointed out that they believe the collapsible steering column could be an improved safety feature with proper design.

The study also showed that the head restraint on later-model cars "does not appear to be performing as well as desired in reducing whiplash-type injuries in rear impacts." But an earlier Calspan study showed that head restraints were not raised to the proper position by most front-seat motorists.

Reprinted from Calspan News, Buffalo, New York, Issue Number 10, February 1975.

Transportation problems probed at first RTAC think-tank session

Sixty of Canada's top transportation specialists will meet in Toronto in April to discuss current and future transportation problems in Canada.

The in-camera, think-tank session is being sponsored by the Roads and Transportation Association of Canada.

The session, planned as the first in a series, will bring together former politicians, corporate leaders, academics, government officials and association members.

Expected major topics of discussion will include transportation financing, energy conservation, decision making, technology development and social impact.

The Association says some form of report or recommendation may be made public at a date, but it will depend on

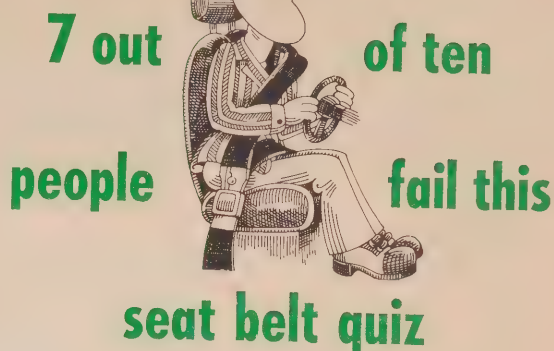
the final outcome of the session and on the agreement of the participants.

RTAC also reports that the Ottawa secretariat of the Association has moved to new quarters in the national capital.

The Association's new offices for its 17-member staff and its 16,000-volume resource centre are now located at 1765 St. Laurent Boulevard in Ottawa's east end. Lack of adequate accommodation was given as the reason for the Association's move.

The recently completed building is also the new home of the Canada Safety Council and the Traffic Research Foundation.

It is the fourth move for RTAC since establishment of a permanent secretariat in 1950. RTAC's new telephone number is (613) 521-4052.



Quiz yourself. You could lose a few misconceptions about seat belts and save a few lives.

- 1 You don't need seat belts for city driving.
TRUE or FALSE.
- 2 In a bad accident it's safer to be thrown out of the car than to remain inside.
TRUE or FALSE.
- 3 If there's any chance of the car catching fire or going under water, you're better off without a seat belt.
TRUE or FALSE.
- 4 Back seat passengers don't need seat belts.
TRUE or FALSE.
- 5 There's absolutely no guarantee that a seat belt will save your life.
TRUE or FALSE.
- 6 Seat belts can hurt you more than a crash would.
TRUE or FALSE.
- 7 Lap belts should be worn low and around the pelvis, not the stomach. Shoulder belts should be loose enough to get a fist between your body and the belt.
TRUE or FALSE.



answers to seat belt quiz

- 1** FALSE. Even at 30 mph you could be thrown against the windshield and seriously injured or killed if you're not wearing a seat belt. A sudden stop can be dangerous too. Fatalities have occurred at 15 mph.
- 2** FALSE. It is estimated that 80 per cent of the people killed when they were thrown from a car would have survived if they had been wearing seat belts.
- 3** FALSE. Seat belts help keep you conscious and uninjured so you can get out of the car quickly.
- 4** FALSE. Seat belts are vital for all back-seat passengers. Children can fly into the front-seat passengers, the windshield and the dashboard. Adults tend to hurt their faces and heads against the front seat and hurtle against ashtrays and inside handles.
- 5** TRUE. But the statistics prove their value. It's estimated that failure to use seat belts increases the risk of instant death and severe injury by at least 100 per cent; and of less severe injury by at least 40 per cent.
- 6** FALSE. If kept in good repair, seat belts will function adequately 99 per cent of the time. There have been no cases reported where injury from a seat belt was more severe than injuries that would have been caused without a belt.
- 7** TRUE. Lap and shoulder belts are designed to give you the best possible support and protection when worn this way.

**SEE HOW MUCH SENSE IT MAKES TO
BUCKLE UP?**



The Hamilton Automobile Club was pleased to have one of the First Place Poster Awards go to a participating student in its area. Rosanne Levac of Brantford, Ontario, is seen here receiving her \$100 Savings Bond from Club President, A. R. Prack. Rosanne's poster was one of nearly 40,000 received at the American Automobile Association from across the United States and Canada for judging in the 30th Annual Poster Contest.

Coming Events

March 31-April 14 — Fleet Maintenance Course, Ontario Safety League.

April 2-May 7—Efficient Fleet Management Course, Ontario Safety League.

April 14-18 and May 12-16—Fleet Trainer Courses, Ontario Safety League.

April 7-9—Industrial Accident Prevention Association of Ontario Annual Conference, Royal York Hotel, Toronto.

June 11-15—Canadian Trucking Association Annual Conference, Four Seasons Conference Centre, Calgary.



Photo Courtesy The Sault Ste. Marie

Paula Sartor, 20, has been chosen Miss Safety Council, 1975, by the Sault Ste. Marie Safety Council.

ontario traffic safety

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Hon. John R. Rhodes, Minister.
H. F. Gilbert, Deputy Minister.

W. B. G. Reynolds, Manager, Safety Information.
Editor, Christopher Carroll.

POSTAGE CANADA POSTES

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TORONTO



Ministry of
Transportation and
Communications

ontario traffic safety

JUNE 1975

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Police promote "People Eaters" at Ottawa OTC meeting

A report on the North York Traffic Tribunal, a discussion about drinking and driving, and a slide show entitled the "People Eaters" were major topics of interest at the 26th annual Ontario Traffic Conference.

More than 200 delegates, representing the police, public officials and other groups, registered for the three-day conference in Ottawa.

Howard Morton of the Ontario Ministry of the Attorney General told delegates the experimental North York tribunal, after a year-long test, appears to be a success.

The traffic tribunal is a less formal approach to the trial of motor traffic offenders. It is designed to relieve congestion in courts and rehabilitate drivers through an educational program.

Mr. Morton said the tribunal has been given credit for reduc-

ing the time spent by police officers in court, as well as saving court time and costs.

Many drivers who have appeared before the tribunal described it as a fairer and "more understanding" process than regular traffic courts, Mr. Morton said.

He added, "About 60 per cent of the drivers appearing before the tribunal elect to take the course."

During a panel discussion of the drinking and driving problem in the province, John Turner, Parliamentary Assistant to the Provincial Secretary for Justice, said the drinking driver is the most serious of all alcohol-related drug problems.

"It is imposing an ever increasing cost on the people of this province in terms of death, injury, property damage and associated costs," Mr. Turner stated.

"The cost from alcohol-related

traffic accidents in Ontario alone amounted to \$130 million last year."

Another panelist, Grant Smith, a psychologist with the federal Ministry of Transport, reported that a national roadside survey undertaken by the federal government last year showed that 23 per cent of drivers stopped had been drinking.

The survey team stopped a total of 9,028 Canadian drivers. They considered anyone who had a blood alcohol concentration level equal to or greater than .015 as a drinking driver.

Mr. Smith said 5.9 per cent of the total number of drivers sampled were found to be over the .08 blood alcohol content level — the legal limit in Canada.

"I am convinced the drinking driver — like the poor — will always be with us," concluded Superintendent M. F. Coulis of

the Metropolitan Toronto Police.

"In 1969, Metro police investigated 6,899 drinking drivers," he said. "In 1974, the figure had increased by 100 per cent to 13,617."

The "People Eaters" also attracted the attention of OTC delegates. It is a 15-minute slide show produced for the Ontario Provincial Police by the Public and Safety Information Branch of the Ministry of Transportation and Communications.

The "People Eaters" are a variety of machines including motor vehicles, trains, lawnmowers, snowblowers and heavy construction equipment. They tell how they love to eat careless people who do not obey the safety rules.

Designed for children, the "People Eaters" will be available from the OPP Community Services Branch for a small fee later this year.

Increase in traffic fatality rate encouraging, Minister says

Figures released by the Ministry of Transportation and Communications indicate that for the first time since 1970 there has been a 10.7 per cent decrease in the number of fatalities.

During 1974, the number of fatalities involving bicyclists decreased 34.8 per cent from 69 to 45, while pedestrian deaths were down 11.8 per cent from 346 to 306.

Transportation and Communications Minister John Rhodes

"These figures are the most encouraging we've had to date. In addition, it's the lowest death rate per 100 million miles travelled over the past 20 years."

The 1974 statistics show that there were 204,271 reported motor vehicle collisions—an increase of 5.8 per cent as compared to 1973.

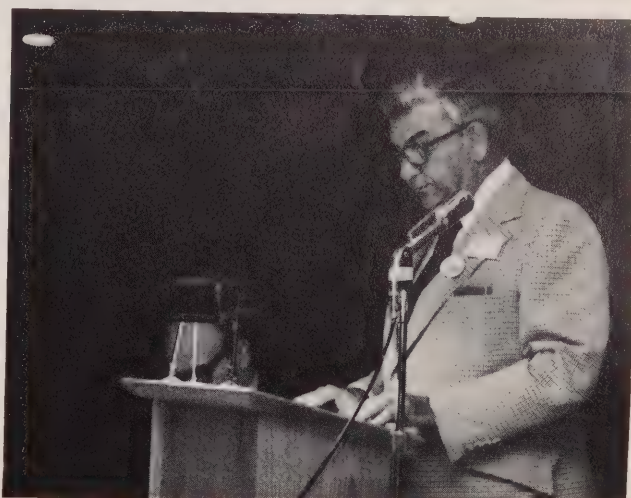
Partly reflecting the inflation-

ary trend, motor vehicle-related property damage costs increased from \$171.1 million to \$205.8 million, while property damage collisions increased from 126,061 to 136,415.

Fatalities involving motorcycle drivers increased by 2.4 per cent from 84 to 86, whereas motorcycle driver injuries increased 24.2 per cent from 2,623 to 3,259. Injuries involving bicyclists increased 6 per cent from 3,272 to 3,467.

"Close to 40 per cent of those fatally injured are once again in the 15 to 24-year-age group," Mr. Rhodes said.

"Our goal is to reach these young people and make them aware of the responsibilities of driving safely. And this can be achieved with the thoughtful cooperation of every motorist in Ontario."



Alcohol-related traffic accidents and their associated social costs amounted to an estimated \$130 million in 1974, says John Turner, Parliamentary Assistant to the Provincial Secretary for Justice. Mr. Turner was speaking to more than 200 delegates at the 26th annual Ontario Traffic Conference in Ottawa during a panel discussion on drinking and driving.

New traffic safety program developed by police officer

Constable Ron Peraziana, a police officer with the Hamilton-Wentworth Regional Police Branch in Dundas, has developed a unique program designed to teach people the rules of the road.

His program, undertaken in co-operation with the Hamilton Safety Council, centres around a poster bearing the words: "Whatever You Drive . . . Know and Obey the Law."

Shown on the poster are the vehicles most commonly used by the public on streets and highways — the bicycle, the motorcycle and the automobile—and a series of traffic signs. Constable Peraziana says the traffic signs "represent the laws most often violated by drivers which result in serious injury or death."

A stop sign, a yield sign, a one-way street sign, a traffic turn signal, an amber traffic signal light, and a school bus with its red lights flashing are all included on the poster.

He said his campaign is basically designed to instruct people on the technicalities of the law.

"The idea behind the program is to point out to drivers the law as it is written in The Highway Traffic Act of Ontario," Constable Peraziana said. "How many people actually know what the law requires them to do under the Act? Very few."

For example, he said, most people know they are supposed to stop at an intersection with a stop sign, but few drivers really know what The Act says.

The Act states: A driver approaching a stop sign at an intersection shall bring the vehicle or car to a full stop at a clearly marked stop line or, if none, then immediately before entering the nearest crosswalk or, if none, then immediately before entering the intersection.

"Many people don't realize that the driver is supposed to stop at the stop line," he said. "All they are thinking is that I must stop at the intersection; it doesn't matter where I stop, as long as I stop. Technically, the driver is liable to a fine for going past the stop line."

Constable Peraziana said he was placing the emphasis on "serious injury and death" as a possible result of a traffic violation because he hoped it would make a better impression on people.

"Most people are aware that they are going to receive a fine

of so many dollars and the loss of merit points if they commit a traffic violation," he said. "But as far as I am concerned, the needless loss of life or injury because someone didn't understand the law is the important thing."

The poster will run in a local newspaper, and a cable television station has agreed to air it, along with Constable Peraziana's commentary.

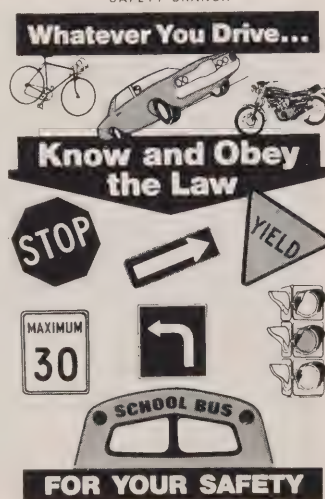
The posters are also being distributed through the Hamilton Automobile Club's driver training courses and the Hamilton Safety Club, which provided the funds to sponsor the poster campaign.

Constable Peraziana said his "Know the Law" poster campaign is also fitting in well with the police bicycle safety program.

Although his presentation differs among different elementary school grades, the message is basically the same—a bicycle is a vehicle and operates on the highways under the same rules as cars and motorcycles.

"Elementary school students are operating a vehicle that carries with it a lot of responsibility," he said. "I treat them all basically the same because a student on his bike must obey the traffic laws just as the driver of a motor vehicle."

Hamilton-Wentworth Regional Police
SAFETY BRANCH



The poster shown above was designed by Constable Ron Peraziana as part of his traffic safety program. He says the traffic signs on the poster are the laws "most often ignored by drivers."



Constable Ron Peraziana of the Hamilton-Wentworth Regional Police in Dundas has developed a unique traffic safety program designed to teach people the rules of the road. His campaign points out to drivers the law as written in The Highway Traffic Act of Ontario.

Traffic safety award set up by the Hamilton Auto Club

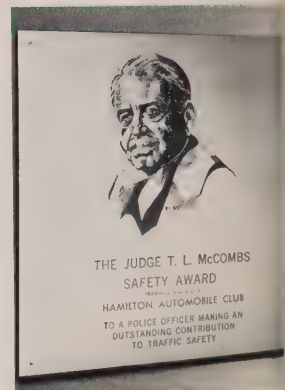
The Hamilton Automobile Club has established a new safety award. It will be in recognition of the many years of interest shown by Judge T. L. McCombs in traffic safety.

Judge McCombs, a director and past president of the Hamilton Automobile Club, was chairman of the former Police Commissions in Saltfleet and Hamilton, as well as the first chairman of the Hamilton-Wentworth Regional Police Commission.

The award is to be presented annually to the police officer from Wentworth, Halton, Brant and Haldimand Counties, judged to have made an outstanding contribution to traffic safety.

It will include either a special program or action contributing to traffic safety; or in recognition of outstanding service in the traffic safety field for a period of time.

A selection committee, consisting of police and club officials, will be responsible for accepting nominations and making the final selection of the candidate to receive the award.



The "Judge T. L. McCombs Safety Award" was presented at Hamilton Automobile Club's annual director's dinner to commemorate Judge McCombs' tirement as Senior Judge of Hamilton-Wentworth Region.

The police officer who receives the award will have his name mounted on a large permanent plaque and will be given a miniature plaque for his or her personal possession. The winner will also receive a \$100 bonus.

Drive Defensively

Following too closely causes rear-end collisions. A defensive driver would avoid the necessity of a sudden stop by allowing a good distance between himself and the car in front of him.

Traffic safety veteran retires after 21-year career

After an active and eventful 21-year career devoted entirely to furthering the cause of motor vehicle accident prevention in Ontario, Colonel Walter B. G. Reynolds elected to take early retirement from the Ontario Public Service with effect from March 31.

Back in 1957, when the Ontario Department of Transport was set up to control the growing driver and vehicle population, provision was made for the establishment of a Highway Safety Branch. Its purpose was to develop a comprehensive education, information and promotion program aimed at helping to prevent motor vehicle accidents more effectively.

Col. Reynolds was appointed head of the Branch as Commissioner of Highway Safety and charged with the responsibility of planning, organizing, co-ordinating and directing the program.

Served Apprenticeship

For three years before joining the department, Col. Reynolds served his apprenticeship as an accident prevention executive as general manager of the Ontario Safety League. In that capacity he was responsible for the direction of all the league's safety programs and projects.

Prior to that, he was involved in safety work of a very different kind—National Director of Disaster Relief for the Canadian Red Cross Society.

And, he took an active part in a number of relief operations following disasters of natural origin, including floods, tornadoes and forest fires in the U.S.A. and Europe, as well as in Canada.

In February 1953, he was sent to Holland when the disastrous North Sea Floods inflicted such heavy damage and loss of life that he was named delegate of the League of Red Cross Societies. He remained in Holland for two months to co-ordinate the international relief program in which 45 countries participated.

In recognition of his outstanding services, he was decorated with the Medal of Merit of the Netherlands Red Cross and received in audience by Queen Juliana.

When Hurricane Hazel struck Ontario with such awesome fury in 1954, he was called to act as director for the \$5-million

Ontario Hurricane Relief Fund and for two months devoted his entire time and effort to assisting the fund in relieving distress among the victims of the disaster.

During World War II, he served six years as an Officer in the Canadian Army in Canada, United Kingdom, Italy and Northwest Europe, first as a second lieutenant, finishing with the rank of lieutenant-colonel.

He served as a general staff officer on the staff of General H. D. G. Crerar at First Canadian Corps Headquarters and later at First Canadian Army Headquarters and was awarded the O.B.E. and mentioned in despatches for distinguished services.



"One of the accomplishments I am proudest of is the development of Ontario's six child traffic safety programs," says Colonel Walter B. G. Reynolds, recently retired after 18 years of traffic accident prevention work with the Ontario Government.

Appointed Commissioner of Highway Safety in 1957, Col. Reynolds brought to the new position an extensive background of safety knowledge and concern for people.

"One of the accomplishments I am proudest of is the development of our six child safety programs. They are based on the premise that youngsters should be taught the basic rules of pedestrian safety from the earliest age and so learn to protect themselves from harm in a potentially hostile environment," he stated.

The six programs offer a variety of education materials free of charge to assist teachers, police officers, members of safety-oriented groups and other individuals interested in safety

training for children from three to 13 years of age.

The programs have won wide popular acceptance. During the current academic year, more than 2,500 orders for over a million pieces of material have been received from elementary teachers alone.

"Driver education in the secondary schools is another subject of major importance that has received close attention over the years," Col. Reynolds said.

"Most people would agree that it is far better to teach young people how to operate a motor vehicle safely and efficiently when they reach the age of 16 and become eligible for a licence than to try to correct their driving habits and attitudes

Transportation and the National Safety Council in the U.S.A. and with the Royal Society for the Prevention of Accidents in the United Kingdom.

A member and officer of the Association of State and Provincial Safety Officials for many years, he was honoured by election as president in 1964, the first Canadian to hold that office.

The American Association of Motor Vehicle Administrators also recognized his capabilities by electing him chairman of its Public Information and Safety Education Committee for two terms—1967-8 and 1971-2. He was also the first Canadian to be named to that post.

When Toronto was selected as the location of the Sixth International Conference on Alcohol, Drugs and Traffic Safety in September 1974, Col. Reynolds was named vice-chairman of the planning committee. He also served as chairman of the public relations committee and of the section of the conference dealing with public education and information. More than 650 delegates from 30 countries participated.

Appointed Director

When the Department of Transport was amalgamated with the Department of Highways to form the Ministry of Transportation and Communications in 1971, all the accident prevention activities of the two departments were combined into one safety office and Col. Reynolds was appointed Director of Safety for the new Ministry.

Since the abolition of the Safety Office in 1974, he had been Manager of Safety Information in the Public Safety and Information Branch.

In November 1974, the St. John Ambulance Association recognized his substantial contribution to the cause of traffic accident prevention by investing him as an Officer of the Most Venerable Order of the Hospital of St. John of Jerusalem.

One of the first projects developed by Col. Reynolds following his original appointment as Commissioner of Highway Safety in 1957 was the publication of the "Ontario Traffic Safety" newsletter, the latest edition of which you are now reading.

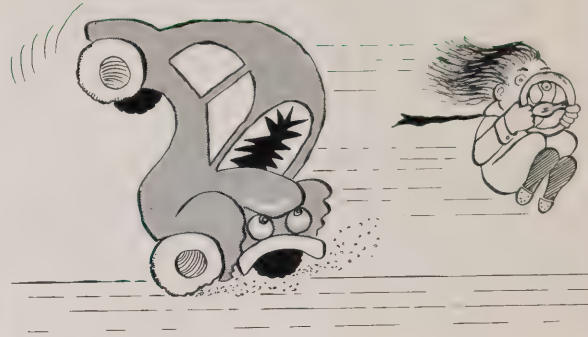
The first edition was published in April, 1958.

Internationally, he strengthened ties with the Department of

Drive safely: 878 people died on Ontario roads



Remember: kids are out of school!



Buckle up!

Motor vehicle safety maintenance can help prevent highway injuries and death

If you haven't had your car into the garage for its spring safety maintenance check, make sure you do before leaving on that long-awaited summer vacation.

A good guideline to follow is the Canada Safety Council's Car Check Campaign, held this spring. It urged all motorists to attend to safety maintenance on their motor vehicles. The theme for the Council's campaign was "Fight Traffic Accidents With A Check."

The council reminded drivers (who immediately think of a "cheque") that preventive medicine is usually much less expensive than corrective surgery. There is little question that experts agree a neglected car costs more to fix.

"The incentive to the driver's pocketbook is added to the incentive that traffic accidents cost money—a lot of money," the Council said.

"And, we all have to pay, even when we haven't been involved—hospital costs, police, ambulance and similar services, welfare and services for surviving families, loss of productivity and valuable expertise. The list is almost endless."

The Canada Safety Council sponsors the car check campaign as part of its overall accident prevention activities.

"Surveys and studies show mechanical malfunctions are directly responsible for nearly 10

**FIGHT
TRAFFIC ACCIDENTS
WITH A CHECK**



**HAVE A
SAFETY CHECK
TODAY!**

per cent of traffic accidents," the Council says.

"The magnitude of this figure becomes apparent in Canada's accident statistics. Figures show that more than 6,000 people die, 200,000 are injured and there are about 600,000 total accidents on Canada's public roads every year."

Keeping the vehicle in top-notch operating condition is especially important in emergency driving situations where there is no leeway for anything but the best performance by both the driver and the car.

Obvious faults such as defective lights and brake failures can be detected by motorists themselves. But there are numerous other items which, if not checked in time, could cause accidents.

Some of these include brake drums and linings, disc brakes, master and wheel cylinders; leaks, ignition points, plugs and harness; steering box and upper and lower ball joints; wheel alignment and wheel balance. A good road test can be helpful in safety servicing. There may be a small charge for these extra items.

The Ontario Government has also taken steps to ensure that motor vehicles using provincial roads meet specified safety standards.

Last year, the Ministry of Transportation and Communications introduced a vehicle inspection program in an effort to reduce accidents resulting from vehicle defects.

The legislation ensures that every vehicle must undergo a demanding safety inspection before resale or transfer of ownership.

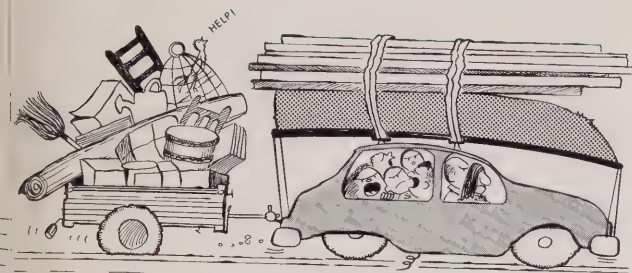
Under the government's program, the required Safety Standards Certificate can only be issued at a licensed Motor Vehicle Inspection Station. There are almost 7,000 of these stations — service stations, garages and car dealerships — currently licensed in the province.

Each inspection of a used vehicle must be carried out by a mechanic registered with the Ministry, thereby guaranteeing a uniformly high standard of motor vehicle inspection throughout Ontario.

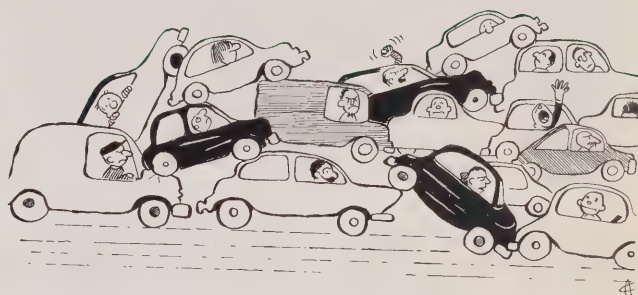


The Ministry of Transportation and Communications reminds pedestrians to obey the traffic rules while on vacation in the country this summer; you can have to be riding in a car to be hurt in a traffic accident. When there are no sidewalks, you should walk on the left, facing oncoming traffic. If you walk on the roadway — the pavement or travelled part of the highway — walk as close to the edge as possible. At night, wear brightly colored or reflective clothing to be easily seen by motorists. In 1974, 305 pedestrians died as a result of traffic accidents in Ontario, including 63 fatalities resulting from pedestrians running onto the roadway; 62 crossing through traffic, and 31 walking on the roadway with traffic. More than 7,400 pedestrians were injured.

s during the 1974 May-Sept. holiday season



Don't overload the car!



Don't tailgate!

Obeying the rules of the road can reduce cyclist fatality rate, declares Ministry official

Today, a concern for the environment and rising transportation costs have resulted in a tremendous increase in the use of bicycles by both children and adults.

In Ontario, for example, more than 2.5 million bicycles will be on provincial highways now that spring is here.

While cycling is both a healthy and inexpensive mode of transportation, it can also be one of the most hazardous.

In 1974, 45 bicycle riders died as the result of collisions with motor vehicles on Ontario roads. More than 3,400 cyclists were injured.

Although this was a 34.7 per cent reduction in the death rate over 1973, the 45 deaths last year were tragedies that could have been prevented.

A spokesman for the Ministry of Transportation and Communications said "if many more motorists and cyclists would properly follow the rules of the road, there would be a considerable reduction in the number of injuries and fatalities on the provincial highways."

Motorists must remember that the bicycle is one of the smallest vehicles on the road, it is nevertheless, a vehicle and must be driven on the road—except, of course, on expressway and freeway type

highways such as the 400 series, the Queen Elizabethway, the Queensway, and on roads where "No Bicycle" signs are posted.

Cyclists are reminded they must obey the driving rules of the road the same as motorists, as well as maintaining a properly equipped bicycle.

Under The Highway Traffic Act of Ontario, a bicycle must be in a safe operating condition and have a warning device such as a bell or horn in good working condition.

It must also have a white or amber light on the front; a red reflector or light on the rear; red reflective material at least 10 inches long and one inch wide on the rear, and white reflective material at least 10 inches long and one inch wide on the front forks if you are riding after dark or at any other time when, due to insufficient light or unfavourable atmospheric conditions, persons or vehicles on the highway are not clearly discernible at a distance of 500 feet or less.

Cyclists as well as motorists must yield the right of way to traffic approaching from the right at intersections where there are no lights or traffic signs. At intersections with stop signs, a full stop is required and the way must be clear of vehicles and pedestrians before proceeding.

Turns and Signalling



Right Turn



Left Turn



Slowing and Stopping

You must signal before turning, changing lanes, stopping or slowing down. Don't decide to turn at the last minute. Check traffic, signal and move into the proper lane. Signal your turn well ahead of the turning point and hold the signal until you are ready to start the turn. Put both hands on the handle bars when making the turn, and complete the turn in the proper lane. At busy intersections, it's safer to get off your bike and walk across with the pedestrians.

Cyclists must yield the right of way when coming out of a driveway, as well as to pedestrians in a crossover. Don't pass another vehicle within 100 feet of the crossover.

Also, ride a bicycle that fits your height. The size of the bicycle affects your ability to reach and use the steering, pedalling and braking controls. You should be able to reach the ground comfortably with the balls of your feet when sitting upright on the seat.

It is good sense to practice with your bicycle before taking it out on a busy street. If you're used to a standard bicycle, you'll

find that a high-speed geared bicycle takes some getting used to.

Ride as close to the right hand side of the road as possible, and in single file.

If you're out after dark or in poor visibility, make sure motorists can see you. Wear light-coloured clothing and, in addition to the reflectors required by law, a little extra reflective tape on the pedals is a good idea.

Parcels should be carried in a proper carrier, not in your hands.

And, remember, no passengers are allowed on a bicycle designed for one person.

Safe driving award program working well at Du Pont

Du Pont of Canada Ltd., one of Canada's leaders in industrial safety, is also concerned about traffic safety—particularly when it comes to sales staff using cars on company business.

In fact, the company's marketing division has an award system for employees who demonstrate safe driving habits.

"The division's award program provides recognition for periods of safe driving with no preventable accidents," says Du Pont's Corporate Safety Director Murray M. Bayne.

"At present there are 225 salesmen driving company cars who are covered by our plan. Most of them are stationed in Ontario and Quebec, with a small number in the Maritimes and the West."

Mr. Bayne was one of eight company executives on a panel at the Industrial Accident Prevention Association's annual safety conference at Toronto's Royal York Hotel.

He told delegates the company made widespread use of formal defensive driving courses to stimulate driver improvement, and that many of the sales staff have participated in skid control training.

In an interview later, Mr. Bayne explained the company was concerned about motor vehicle accidents because many can be avoided.

"In our award system, motor vehicle accidents are classified as preventable or non-preventable," he said. "The classifica-

tion of an accident is based on whether or not the accident could have been prevented in any way by the company driver—not who was legally right or wrong.

"The other driver may have been 90 per cent at fault and legally wrong, but if the company driver needlessly contributed to the accident in any way, or failed to take possible action which could have prevented the accident, it is considered preventable—an accident which should not have happened."

Mr. Bayne said although the company had been keeping track of preventable accidents for many years, it is only since 1970 that they have been relating accidents to miles driven. Prior to that year, frequency was expressed as accidents per car.

"Since that time, we have shown a steady decline in the frequency of preventable motor vehicle accidents," he said.

"In 1970 there were 40 preventable accidents, 8.2 for every million miles driven by company employees. This compares with 21 preventable accidents in 1974, an average of 3.6 accidents per million miles driven.

"With the exception of one fatality in 1967, most of the preventable accidents were relatively minor and, since the fatality, none has resulted in a disabling injury."

Under Du Pont's award system, drivers receive a cash bonus for the number of years driven without a preventable accident.



Murray M. Bayne, corporate safety director of Du Pont of Canada Ltd., tells delegates at the Industrial Accident Prevention Association's annual conference his company's safe driving award program has resulted in a decline in the frequency of preventable motor vehicle accidents among sales staff.

Responsible driving attitude emphasized at Pro Drivers' program

"Good driving habits are a state of mind," says Constable Bill Woolgar, a police officer with the Metropolitan Toronto Police Traffic Safety Bureau.

He is also head of Pro Drivers—a course for young people between the ages of 16 to 20 who want to learn to drive safely.

"Driving can be both safe and enjoyable," he said. "It all depends on the development of a good driving attitude."

Constable Woolgar was speaking to delegates at the Industrial Accident Prevention Association's annual safety conference in Toronto.

He told delegates teaching students responsible driving attitudes could be compared to teaching small children to feed themselves.

"Teaching young people to drive is like teaching a baby to eat with a spoon," he said. "If the baby turns the spoon over, you show him how to use it properly, and he will maintain the habit for the rest of his life."

"By teaching young people safe driving habits through the development of a responsible driving attitude, they usually follow what they have learned for the rest of their driving career."

Pro Drivers is directed by Constable Woolgar of the Traffic Safety Bureau and it is administered by the Ontario Safety League. Radio Station CFRB in

Toronto, the other co-sponsor supplies all the advertising about Pro Driver courses, as well as the printing of all material.

More than 25,000 students have graduated from the Pro Drivers course—almost 2,500 a year—since it was first started in 1962.

Constable Woolgar said most of the students that graduate from Pro Drivers are eligible for an insurance reduction.

"The course is registered with the Insurance Bureau of Canada and all member companies recognize the course, usually through a reduction in insurance rates," he said. "Some companies even give a reduction to drivers up to 25 years of age if they have taken our course."

The course consists of 16 hours of classroom instruction on driver attitudes and rules of the road from specially-qualified teachers.

Students receive 10 hours of behind-the-wheel instruction in addition to 16 hours of observation time, by a commercial driving school instructor who has graduated from the Ontario Safety League's qualification course.

To qualify as a Pro Driver graduate, each student must maintain at least a 75 per cent passing mark in classroom examinations, and successfully pass the Ministry of Transport and Communications driver licence test.



The large billboard sign shown above advising motorists not to drink and drive is sponsored by the Hamilton Safety Council. Using large billboards for traffic safety messages is very successful, says Council President Richard Hornby.

Blowouts not accident cause, university study reveals

Tire blowouts are seldom the cause of automobile accidents, says the Highway Safety Research Institute at the University of Michigan.

In an article in an issue of *Safety Lab Reports*, Vol. 5, No. 6, the research institute says a study shows the frequency of tire failures which actually cause accidents is very low.

"The study found that somewhere between one in 1,700 and one in 4,600 flats cause accidents," the article states. "In general, drivers blame a flat tire on an accident cause two-and-a-half times more than was justified."

The study investigated 1,486 accident cases involving 2,196 vehicles. In 235 of the accident reports pertaining to the accidents, tire failure was listed as "an accident-causation mechanism."

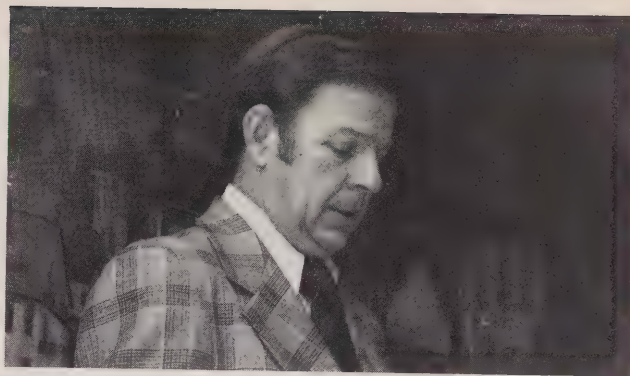
Upon careful investigation, however, only 13 of 235 accidents definitely resulted from tire failure having occurred prior to the accident.

Another 199 definitely did not have prior tire failure, and the other 23 cases were questionable. Tire failure was an accident-causation factor in somewhere between 0.59 and 1.64 per cent of all 1,486 accidents investigated.

This does not mean, however, that drivers should not exercise caution if a blowout does occur. Whether the front or rear tire blows, skillful steering is the most important factor.

Do not jam on the brakes, but let up on the accelerator and concentrate on steering.

If the brakes are suddenly applied when a rear tire blows, a tail-sway is set up that is difficult to control and the vehicle may turn over.



Don Stewart of the Transportation Safety Association of Ontario explains the safe driver award program to Wellington County Board of Education school bus drivers at a banquet held in their honor in Elora.

Board of Education awards pins to school bus drivers for years of safe driving

Wellington County Board of Education school bus drivers are getting some well-deserved recognition for safe driving.

The local board, in conjunction with the Transportation Safety Association of Ontario (TSA), has established a safe driving award program as a means of rewarding school bus drivers for their efforts on behalf of traffic safety.

"The board felt there was a need to recognize the fine job our drivers are doing, taking children to school and getting them home safely," said Bob Kidd, the board's transportation officer.

The award program was announced at a banquet in Elora, attended by more than 200 school bus drivers and guests.

Don Stewart, TSA area representative, was guest speaker at the dinner. He explained the award program to the drivers.

"This award is the trademark of professional drivers who have proven their skills in avoiding preventable accidents," Mr. Stewart said. "Fleet operators and drivers know the award and respect it. It is won by professional drivers only."

Like other safe driving awards, it is based on a driver's ability to drive defensively — a driver who drives to prevent accidents and makes allowances for the lack of skill on the part of other drivers and does not allow hazards of weather and road conditions or the actions of pedestrians and other drivers to involve him or her in an accident.

"An award-winning driver keeps constantly alert," Mr. Stewart said. "He recognizes an

accident-producing situation far enough in advance to apply the necessary preventative action and concedes the right-of-way when necessary to prevent an accident."

A driver is entitled to a bronze safety award pin after three consecutive years without a preventable accident. The bronze pin award is then given to the driver each year until he attains nine years of accident-free school bus driving.

A silver pin replaces the bronze for 10 to 19 years of safe driving, followed by gold pins for those drivers who have achieved 20 years or more of driving without a preventable accident.

"It is going to be a big thing for someone to get a gold pin," Mr. Kidd said. "Twenty years is a long time to drive a school bus without an accident."

It has been accomplished by several Wellington County school bus drivers already. Altogether, eight drivers received gold pins for driving without a preventable accident for more than 20 years. One driver has been operating a school bus for the board for 28 years without an accident.



Minister of Transportation and Communications John R. Rhodes (left) presents the first Ontario Driver's Licence with an attached donor consent form to Dr. George A. deVeber (centre) representing the Kidney Foundation of Canada. Mr. Rhodes also presented one of the new licences to Dr. Charles McIlveen, (left) M.P. for Oshawa.

75 Ontario Trucking Rodeo set for August 21st at CNE

The Ontario Trucking Rodeo, coordinated this year by the Etobicoke Junior Chamber of Commerce, will be held Aug. 21, at the Canadian National Exhibition in Toronto.

Elimination rounds will take place Aug. 9, at the Ministry of Transportation and Communications complex, Keele Street and Bayview Avenue, Downsview.

The rodeo is an excellent opportunity for truckers to demonstrate, once again, that professional drivers are among the best in the province.

To qualify for the competition, drivers must be able to handle big rigs and be accident free for the past 12 months.

The winner of the Ontario Rodeo will compete in the national trucking rodeo in Montreal, Sept. 6.

Truckers wishing to compete in the Ontario Rodeo for the more than \$3,000 in cash prizes and trophies must write for registration forms to: Registration, Truck Rodeo Committee, Etobicoke Centre Jaycees, P.O. Box 1, Etobicoke, Ontario.

Coming Events

July 1-7—Safe Boating Week.

July 25-31—Farm Safety Week.

August 21 — Ontario Trucking Rodeo, Canadian National Exhibition, Toronto.

September 23-26 — Roads and Transportation Association of Canada Annual Conference, Palliser Hotel, Calgary.

Parkside Collegiate hosts successful driver education seminar in St. Thomas



Parkside Collegiate Institute Student Safety Council Chairman Todd Knight (left), and Chairwoman Lesley Stavert (right) are both graduates of the Parkside driver education course. However, they continue to be involved in traffic safety by promoting various safety activities in the school and community through the student safety council.

If student participation and community involvement are any indication, the people of Elgin County in Southwestern Ontario are definitely interested in driver education.

More than 400 students, teachers, and interested citizens gathered at Parkside Collegiate Institute in St. Thomas for the annual Parkside-Elgin Board of Education Driver Seminar Rodeo.

The seminar-rodeo is the culmination of the board's driver

education course. It is designed to provide students with information and instruction on post-crash events, as well as give students an opportunity to demonstrate their driving skills.

The day-long seminar was filled with numerous activities, including a mock car accident, followed by a mock traffic court in which one student was found guilty of careless driving by a provincial court judge.

Other seminar activities attended by students included a first aid competition for the Elgin County Ambulance Association trophy; a traffic safety play based on Shakespeare's Macbeth; lectures conducted by police and insurance officials on the liabilities and responsibilities in post-crash events; a panel discussion, plus a presentation by an accident research team from the University of Western Ontario.

The driving rodeo involved student driving teams from each of the six secondary schools in Elgin County who competed for the local police association trophy.

Parkside Collegiate won the trophy for the third straight year in a row. The competition included a demonstration of driving skills in four areas—vehicle fault-finding, a driving test, vehicle manoeuvres, and a written test.

In addition, numerous supporting and sponsoring agencies provided traffic safety displays, including a visit by an Ontario Provincial Police helicopter from Toronto.



A mock car accident was an important learning experience for driver education students at the Parkside-Elgin Board of Education driver education seminar rodeo held in St. Thomas. The burning car and dummies were photographed as part of a traffic safety film, being produced for the board's driver education courses by the Parkside Collegiate Student Safety Council. Involvement was the key to the accident scene. The local fire department and ambulance service rushed to put out the burning vehicle, while students participated by acting out accident victim roles.



ontario traffic safety

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School bus passing law amended



An effort to make drivers aware of the new school bus passing law which comes into effect Sept. 1, Grade 7 and 8 students at Victoria Junior Public School got together with their teachers and police officials to produce this visual message for drivers.

Photo courtesy of the Midland Free Press

The new school bus stopping law announced by Transportation and Communications Minister John Rhodes earlier this year, into effect September 1st.

The new law under Section 120 of the Highway Traffic Act of Ontario, requires traffic travelling in both directions to halt when a stopped school bus flashes its alternating red signal lights regardless of the posted speed limit.

Traffic may not proceed until the school bus resumes motion or the lights—affixed to both the front and rear of the bus—stop flashing.

Failure to stop for a school bus with its alternating red signal flashing carries a penalty of three demerit points and a maximum fine of \$100.

Previously, the stop-in-both-directions rule required drivers to stop only where the maximum speed limit was greater than 35 miles per hour.

The new law applies regardless of the posted speed limit on highways and country roads, as well as on city, town and village streets.

The only exceptions are on highways divided by a median strip or at designated school bus loading zones.

On highways with a median strip—a physical barrier or unpaved strip of ground separating traffic travelling in one direction from traffic travelling in the opposite direction—only vehicles behind the bus must stop. Oncoming vehicles on the opposite side of the median may proceed.

The authority to designate school bus loading zones, where the stopping rule does not apply, has been granted to municipalities for roads under their jurisdiction.

A school bus is defined under The Act as a bus for the transport (Continued on page 2)

Motorized bicycle redefined under new government rules

New legislation defining mopeds and their operation has been enacted by the Ontario Government.

Mopeds are motorized bicycles driven by a small motor in combination with old-fashioned muscle power.

The new legislation now makes it illegal for anyone under 16 years of age to operate a moped on Ontario roadways.

It also makes it illegal for anyone to carry a passenger on a moped.

Under Section 1 of The Highway Traffic Act, a motor assisted bicycle or moped must not weigh more than 120 pounds, it may not have a piston displacement of more than 50 cubic centimetres and it may not have a hand or foot operated clutch or gearbox driven by the motor and transfer-

ring power to the wheel. A moped must have pedals which are operable to propel it at all times and it may not be able to travel faster than 30 miles per hour on level ground within a distance of one mile from a standing start.

Municipalities have also been given the authority to ban mopeds on roadways under their jurisdiction where the speed limit is 50 miles per hour or more.

Additional legislation requiring licences for both the moped and the driver and the wearing of helmets will become effective at a later date.

The amendments to The Highway Traffic Act governing mopeds were announced by Transportation and Communications Minister John Rhodes at Queen's Park in July.



Young drivers between the ages of 16 and 24 are involved in more fatal and injury-producing motor vehicle collisions on Ontario highways than any other age group.

School bus passing law *(Continued from page 1)*

tation of children to and from school that: Bears on the rear the words "Do Not Pass When Signals Flashing;" carries two red signal lights on the rear and two red signal lights on the front, and is painted chrome yellow with black lettering and black trim.

No bus other than a school bus used for the transportation of children to and from school may be painted chrome yellow. The

amendments will require the repainting of all yellow and black vehicles which have been school buses but are now used for other purposes, such as Sunday School transportation, or as campers. And no motor vehicle other than a school bus may bear the words "Do Not Pass When Signals Flashing," or the words "School Bus."

High accident rate recorded by young Ontario drivers

As a group, young people should be the best drivers in Ontario. They have the best reflexes, the best sight, the best hearing and the best co-ordination.

But, they are not the best drivers in the province.

Ministry of Transportation and Communications figures show that drivers between the ages of 16 and 24 are involved in more fatal and injury-producing collisions than any other age group.

In 1974, for example, 16 to 24-year-old drivers were involved in almost 40 per cent of all fatal collisions and in more than 36 per cent of all injury-producing collisions in this province.

Understandably, drivers in this age group are also the ones being killed and injured. The figures show that 279 out of a total of 778 drivers killed and 17,264 out of 46,621 drivers injured are between the ages of 16 and 24.

The statistics are even more devastating when it's revealed that drivers in this age group only represent about 20 per cent of the nearly four million licensed drivers in Ontario.

Why are so many of our young people dying on provincial high-

ways in motor vehicle collisions?

According to R. G. Gower, Director of the Driver Branch with the Ministry of Transportation and Communications, ability to react quickly in an emergency situation is not the problem.

"Fast reaction time will help little in an emergency situation if the driver turns the wheel the wrong way," Mr. Gower said.

"It is judgment that is the major factor in such cases. Good judgment and avoidance of potentially dangerous situations makes the need for superior reflex action virtually unnecessary."

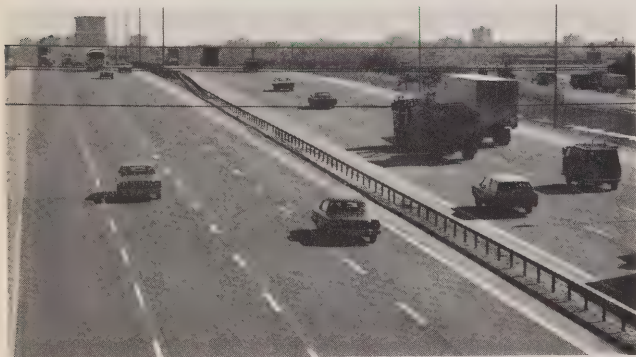
Mr. Gower said the lack of experience and a tendency to take greater risks characterizes the young group of drivers.

"Too often, they become involved in collisions due to errors of omission and they consciously press the limits of their capabilities, violating the rules of defensive driving," he stated.

"Driving defensively — continually looking well ahead to identify potentially dangerous situations before they develop —

(Continued on page 7)

Median



No Median





A Peel Regional Police officer negotiates a turn on oil-slicked pavement at a defensive driving course sponsored by the Peel Board of Education. The course is offered by the board to all drivers who want to improve their driving skills.

Blind to hear traffic signals at Brantford intersection

By Michael J. Thompson

Normally, the average traffic intersection doesn't pose much of a problem for blind individuals attempting to cross a street.

With proper instruction and care, sightless people develop special motor-ability skills and hone their other senses so that they are acutely aware of the goings-on around them.

Sounds of moving traffic, cars stopping, people walking are usually enough to help blind pedestrians determine and cue their next move at the light.

But when a so-called "average" intersection takes on characteristics that make it not-so-average, they do have a problem and a white cane isn't much use.

The City of Brantford, faced with the task of reconstructing and modifying a busy intersection which lies in close proximity to the W. Ross Macdonald School for the Blind, has attempted to provide a "sound solution" to this dilemma.

Next spring, when the traffic intersection at St. Paul and Brant Avenues is widened and takes on an irregular shape it will pose some hazards and annoyance for some 218 blind school children (everyday users).

But a special device will be working in their favour.

A "sonalert audible system," originally designed to warn of computer malfunction, will be installed above the traffic lights at the four corners of the trapezoid-like crossing, enabling blind individuals to hear the light changes.

This system, first proposed in 1971 by City Engineer Ron Middleton, will operate on a series of distinguishable beeps and, according to Mr. Middleton, will be "entirely failsafe."

"As we are concerned about the safety of those blind individuals who use the crossing, the audio-part of the synchronized system has been specially designed to shut down in the event of malfunction . . . otherwise the results could be catastrophic," he added.



Brantford City Engineer Ron Middleton says Canada's first audible traffic signal light device, enabling blind pedestrians to hear light changes, is failsafe.

Traffic Engineer Wayne Wood, also involved in the project, explained that upon hearing no sound emitted from the eight installed units, a blind person should know enough to avoid crossing or use extreme caution.

Textured sidewalks will tell the handicapped walker of his approach to the push-button where he will activate the sonalert (in sync with the traffic lights motorists obey) at his own choosing. A sign above the button will explain its function to sighted people and hopefully discourage its abuse.

The sonalert traffic device, according to both Mr. Middleton and Mr. Wood, has been used experimentally in Tokyo and some U.S. cities but is "undoubtedly a first for Canada."

Designed in full co-operation with Brantford city staff, its consultants and the Ontario School For The Blind, the project is to be subsidized via a connecting link agreement with the Ministry of Transportation and Communications.

"We don't have any plans at present to expand the system to other parts of the city until we have evaluated this one test," Mr. Wood concluded.

Adult driver improvement course offered by Peel education board

Although most driver education programs today are aimed at first-time drivers, usually the young, there is an increasing number of courses becoming available for the experienced adult driver.

One of these courses is currently being developed by the Peel Board of Education, in conjunction with Autosafe Training Systems Ltd. of Oakville, through the Ontario government's adult education grant program.

The course, entitled "Accident Avoidance and Defensive Driving," offers a new approach to driver training for experienced drivers.

"The primary objective of the course is to teach drivers to operate a motor vehicle in such a manner as to prevent or minimize collision, regardless of the actions of other drivers and road conditions," says Mr. Shayne Tracy, Assistant, Continuing Education for the Peel board.

"We are attempting to show drivers how to react correctly in emergency situations through increased use of sight and perception, as well as the development of good judgement and skill when driving."

Accident Avoidance and Defensive Driving is a six-hour course consisting of three phases.

The first is a two-hour classroom session on the theory of accident avoidance and defensive driving in a fully-equipped portable classroom on the site.

The second involves in-car instruction on the Smith System defensive driving — the devel-

opment of proper visual techniques and habits enabling drivers to read the total traffic picture to achieve correct timing of their actions.

It focuses on the development of proper "seeing" procedures such as keeping your eyes continually moving, leaving yourself an out, and aiming high in steering. In short, it illustrates how correct seeing habits are one of the safest approaches to driving.

The third phase of the course is a two-hour driving session on a controlled surface. It includes instruction on evasive manoeuvres, blowout and skid control, understeering, oversteering, lane changes and soft shoulder control.

These driving sessions are carried out on a serpentine course at various speeds and on different surface areas — dry, wet and oil-slicked pavement.

Mr. Tracy said the course, currently being held Saturdays at two Peel Region sites, has been well received by drivers who have completed it.

In fact, 279 of the more than 500 members of the Peel Regional Police force are currently taking the Peel board's course. Eventually, all regional officers will have completed it.

For further information regarding the Peel Board of Education's driving course, those interested should write to: Mr. Frank Campbell, Peel Board of Education, 90 Dundas Street West, Mississauga, Ontario, or call 270-1991.

Drive Defensively

Approximately 25 per cent of all motor vehicle accidents in Ontario occur under wet pavement conditions. When travelling on wet roads, the defensive driver always reduces speed and increases the distance between his car and the car ahead.

Seat belt education program well underway in Ontario



Ministry of Transportation and Communications' researchers conducted roadside surveys to determine the extent of seat belt use in Ontario. Results indicated that only 16 per cent of the motorists who participated in the survey buckled up.

The Ontario government's public education seat belt program, announced by Transportation and Communications Minister John Rhodes during the winter, is well underway.

Tony Cunliffe of the Ministry's Systems Research and Development Branch says all components of the program are either in operation or in advanced stages of preparation.

The program, aimed at convincing motorists seat belts can and do effectively prevent death and injury in motor vehicle collisions, is a comprehensive one. It includes a variety of print materials, broadcast advertising, plus community and elementary school program packages.

Mr. Cunliffe said all aspects of the seat belt program are being tested for their effectiveness as educational tools.

"The entire program is being evaluated by means of province-wide roadside and telephone surveys, before, during and after the campaign," he said.

"The first surveys were conducted in January and February at the beginning of the program and base-line data on seat belt usage in Ontario was obtained at that time.

"The second half of the general evaluation of the program is expected to take place later this year."

He said the first task was to determine the extent of seat belt usage in Ontario. A province-wide roadside survey was undertaken.

The figures indicated that only 16 per cent of the 6,000 parti-

cipating drivers were seat belt users.

In Toronto, it was found that 20.6 per cent used seat belts regularly. In Sault Ste. Marie 7.9 per cent were seat belt wearers, London 23.1; Brockville 14.9; Mississauga 22.4; District of Algoma 18.5; Regional Municipality of Waterloo 15.5; Ottawa 23; Kingston 22.9; and Bruce County 12.6.

One of the major problems facing the Ministry was how to present seat belt information to the public in a straightforward and understandable way.

"There is a great deal of evidence indicating the effectiveness of seat belts," Mr. Cunliffe continued. "However, most of the information is of a highly technical nature and not easily available to the public.

"We decided that a brief, factual, well-illustrated document should be put together to summarize all available evidence in a form easily understood by large numbers of people."

The 20-page booklet, *The Human Collision*, was the result. It describes in detail what happens to an unbelted human body during a motor vehicle crash, graphically demonstrating the benefits of seat belt usage.

Distribution of the booklet has already been extensive. To date, 75,000 copies have been circulated to the media, educators and police, as well as to all mayors and reeves in the province.

A further 100,000 have been printed and are available from the Ministry on request.

In addition, two seat belt films

will soon be available. The first, entitled *It's The Sudden Stop At The End*, has just been completed. It is a 16-minute production based on a slide show being used in the community-based program.

The second film, an audio-visual version of the booklet, is currently under production and is scheduled for completion early this fall. It is hoped this film, also entitled *The Human Collision*, will be aired on television. It will eventually be integrated into the total program.

Seat belt messages were run on all radio stations in the province during January, February and March. And, this summer, the Ministry has been running radio spots on holiday weekends.

"Outdoor billboard advertising is also in the works," Mr. Cunliffe said. "This campaign will be co-ordinated with TV spots, currently being tested for potential effectiveness in changing seat belt attitudes."

The local action program, designed to encourage and assist community groups to mobilize seat belt campaigns in their own areas, is also in progress.

"The benefit of this approach is that a wide area of the province can be covered with limited resources," Mr. Cunliffe added.

"And, because local people are involved, the seat belt issue can be discussed in local terms, relative to local attitudes and myths."

Large scale Ministry assistance in the form of "Convincer" dem-

onstrations, Safety Belt T-shirts and T-shirt giveaways are available on a limited basis to larger safety organizations. Demonstrations have been undertaken in North Bay, Guelph, Sault Ste. Marie and Peterborough.

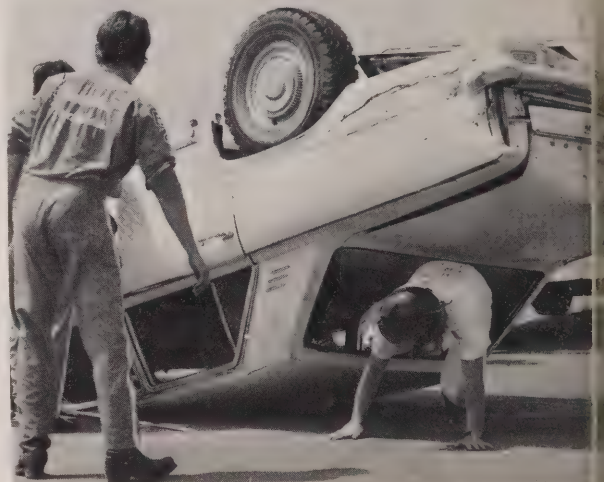
On a wider scale, print materials, audio-visual presentation stickers and litter bags are available for smaller, locally-run projects.

More than 2,700 Ontario students have ridden the Convincer machine allowing the individual to experience the forces involved in a five-mile-per-hour collision.

Almost 6,000 people have viewed the seat belt slide show and over 12,000 have attended the Safety Belt Thrill Shows, performed by the Trans-Canada Drivers who demonstrate the benefits of seat belts in typical emergency driving situations.

The elementary school program package includes a 12-minute animated film, supplemented by classroom materials. This program will be presented first by provincial and municipal police forces, then followed up by teachers.

For information about the Ministry's educational seat belt program, interested readers should contact: Ministry of Transportation and Communications, Public and Safety Information Branch, 1201 Wilson Avenue, 1st Floor, West Tower, Downsview, Ontario, M3M 1B9, 248-3501.



A Trans-Canada Hell Driver crawls through the rear window of his car after it rolled over during a performance at Sault Ste. Marie. Ministry of Transportation and Communications sponsored the Hell Drivers show as part of the Ontario government's public education seat belt program.



Government, business help police build safety display

By Susan Bright

The Waterloo Regional Police Department has produced a display illustrating police involvement with several Ontario Government ministries and local business agencies.

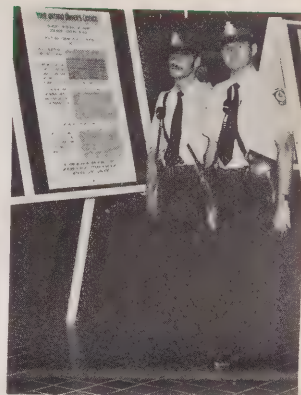
Sergeant Jim Fraser of the Waterloo Police Department's planning and research branch said the display was the first co-operative effort of its kind in the province.

He added that about one-half of the materials and funds for the \$2,000 exhibit was donated by the Ontario Ministries of Transportation and Communications, Natural Resources, Health and Waterloo County independent insurance agents, as well as local muffler and brake companies.

The display, consisting of 24 poster-size cards protected by plexiglass, covers a range of topics including Ontario's Motor Vehicle Inspection program, the driver licence demerit point system, impaired driving laws and penalties, fish and game laws, plus the duties of various branches of the police department.

Sgt. Fraser said the display was shown initially during Police Week in a Waterloo shopping plaza. It will eventually be viewed in every shopping centre in the county.

The idea for the display originated with former school teacher, Police Constable John Powers.



Former school teacher, Constable John Powers of the Waterloo Regional Police [right], suggested the display shown above illustrating police involvement with several Ontario government Ministries and local business agencies. Constable Jim Doyle [left] assisted in the construction of the exhibit.

The Ministry of Transportation and Communications designed and constructed nine display panels, while others were produced by the police. The exhibit can be set up in 30 minutes and monitored by one man.

"We're extremely pleased," said Deputy-Chief Clarence Kinke. "We wanted to appeal to all age brackets and this display is conducive to adult thinking. Hopefully, if we can get adults thinking safety, then it will spread to their children."

Criminal Code traffic convictions increased by six per cent in 1975

Convictions for traffic offences under the Criminal Code of Canada increased by six per cent between 1973 and 1974, figures released by the Ontario Ministry of Transportation and Communications show.

According to the figures compiled by the Ministry's Drivers and Vehicles Division, there was a total of 49,593 convictions under the Criminal Code in 1974 compared to 46,361 the previous year.

Convictions for impaired driving showed the largest increase. There were 23,371 in 1974 compared to 21,369 in 1973 — an increase of more than nine per cent.

Other convictions under the Criminal Code last year included

14,817 for over .08 blood alcohol concentration; 3,312 for refusing to take a breath test; 80 for criminal negligence; 2,228 for failing to remain at the scene of an accident; 1,362 for dangerous driving; and 4,413 for driving while disqualified.

There were 34 convictions under the Criminal Code with respect to the operation of motorized snow vehicles, including 21 for driving offences; nine for driving while disqualified; one for dangerous driving, and three for failing to remain.

Overall, convictions under the Motorized Snow Vehicle Act were down slightly last year compared to 1973. The figures show there were 2,360 convictions in 1974 compared to 2,470 the previous year.

Two brave Ontario youths get CAA Lifesaving Medal

Gordon Lapointe, 13, a school safety patroller who died last March while saving the life of a four-year-old boy, was one of two Ontario youths awarded the Canadian Automobile Association's Gold Lifesaving Medal.

The medal is awarded to any school safety patrol which by education, attention to duty and swift action, averts a potentially dangerous situation involving risk to the lives of others.

Gordon's medal was the first to be awarded posthumously. It was presented to his parents, Mr. and Mrs. F. Lapointe, of Sudbury, by Governor General Jules Leger at the 16th annual National School Safety Patrol Jamboree in Ottawa.

Gordon was escorting a group of pre-kindergarten children along a Sudbury sidewalk when he noticed a van-type motor vehicle skidding out of control toward the boy who had run on ahead.

Without thought for his own safety, the Lapointe youth ran into the path of the vehicle and grabbed the boy, throwing him to safety. Gordon was struck by the van and died instantly.

It was discovered later, the driver of the van was dying of a heart seizure.

The second Gold Lifesaving Medal went to Keith D. Allingham, also 13, of Athens, Ontario.

He saved the life of a seven-year-old girl after she walked into the path of a motor vehicle illegally passing a stopped school bus.

Keith ran into the path of the oncoming vehicle, and pulled the girl to safety, just as the vehicle skidded past. The motorist proceeded on before any further action could be taken.

The Jamboree, sponsored by the CAA, was attended by more than 8,000 boys and girls, representing Canada's 100,000 school safety patrols.

The school safety patrol movement was established in Canada more than 40 years ago. Since then, not one child under the care of a safety patrol has been fatally injured, despite a tenfold increase in the number of registered automobiles.

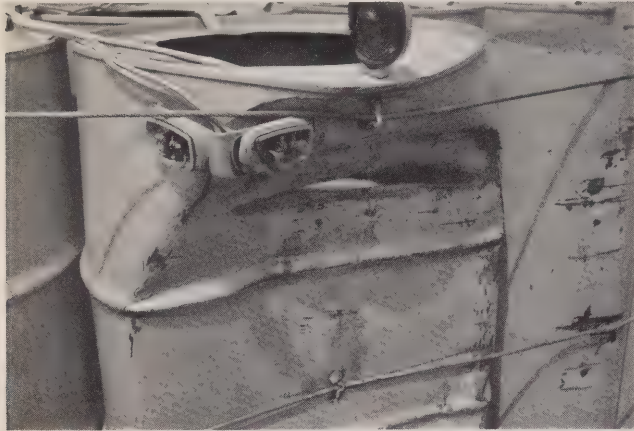
In fact, the death rate among school-age children has decreased 50 per cent, an unequalled safety record.

The Ontario Ministry of Transportation and Communications has developed two slide presentations, available through Ministry Public Safety Consultants, illustrating how to establish a School Bus Patrol and a School Crossing Guard Patrol.

Each presentation is about one-half hour in length and is scripted to ensure the proper information accompanies the slides.



This new barrel trailer, developed by the Ontario Ministry of Transportation and Communications, has been credited with saving the lives of motorists who have collided with Ministry vehicles after they failed to observe highway maintenance warning signs.



The barrels in this picture were damaged when a small compact car collided with the Ministry of Transportation and Communications' experimental barrel trailer early one morning on the Queen Elizabeth Way near Toronto.

Experimental barrel trailer protects heedless motorists

The Ministry of Transportation and Communications has developed a new barrel trailer designed to protect motorists who fail to heed highway maintenance warning signs.

"Although the Ministry usually has sign trucks, flashing signals and cones to funnel traffic into passing lanes, some motorists fail to observe the warning signs and collide with maintenance vehicles," said Fred Jung, a program manager in the Ministry's Research and Development Division.

"In the event a motorist overlooks the warning signs, the driver will hit a shock-absorbing trailer instead of the rigid rear bumper of the truck."

Mr. Jung said that it is not uncommon for motorists to run into the rear of Ministry maintenance vehicles.

There were eight such collisions in the last year, including one fatality when a motorist slammed into the rear of a sign truck on Highway 400.

In two of these collisions, the experimental barrel trailer was being tested and has been given the credit for preventing death and serious injury.

At least, that's the opinion of Ministry maintenance crew members present when a small compact car collided with a Ministry sign truck on the Queen Elizabeth Way early one morning while the crew was painting lines on the highway.

At the time, the barrel trailer

was being towed by a large sign truck. It was hit by the car trailing at an estimated speed of 60 or 70 mph. The car hit the barrel trailer then drove on without stopping.

"The general feeling of the present at the accident was that the barrel trailer saved the lives of the people in the car," Mr. Jung said, "as well as protecting the driver of the Ministry vehicle."

"If the trailer had not been there, it appears likely the car would have struck the rear of the sign truck. At that speed, severe injury and even death could have resulted."

In the second mishap, a 10-ton truck demolished a barrel trailer being towed behind a sign truck on Highway 400.

Mr. Jung said the driver apparently missed the warning signs and hit the trailer, pushing it under the Ministry sign truck. Although the trailer was a write-off, the driver escaped without injury and there was only relatively minor damage to both vehicles.

The new experimental trailer is constructed of empty metal drums on a trailer-type platform. Holes of differing sizes are cut in the top and bottom, depending on the desired strength of the barrels.

The Ministry trailer is a modified version of a similar barrel trailer designed by the Texas State Highway Department in the United States.

Touring traffic safety trailer promotes new "GO Safely" logo

The Ministry of Transportation and Communications' touring traffic safety display trailer has been completely re-designed for the 1975 season.

The trailer has a new paint job and carries the Ministry's new "GO Safely" symbol.

The new safety logo, designed for use in all future Ministry safety programs, was chosen because it relates to other Ministry transportation systems. "GO" stands for Government of Ontario.

The interior of the trailer has also been renovated with new artwork and displays.

Incidentally, it is rumoured

that Elmer the Safety Elephant may be getting a companion sometime in the future to assist him in reminding children of the safety rules.

The "GO Safely Trailer" has been touring the province this summer and will be visiting numerous county fairs this fall.

It will be at the Orangeville Fair Aug. 29 - Sept. 1; at Owen Sound Sept. 4 - 7; Mount Forest Sept. 8 - 9; Fergus Sept. 12 - 13; Beeton Sept. 16 - 17; Grand Valley Sept. 18 - 20; the International and World Plowing Match in Oshawa Sept. 23 - 28; Dorchester Oct. 3 - 5; and Bridgen Oct. 11 - 13.



The Ministry of Transportation and Communications' touring traffic safety display trailer has been completely re-designed, including a new paint job illustrating the Ministry's new safety logo "GO Safely".

Crusader Cycle Club sticker status symbol at Sunnydale



Geoffrey Jackson is one of the 16 parent volunteers who has helped make the Sunnydale Crusader Cycle Club in Oakville among the more successful groups around.

by Robin Burgess

The latest status symbol among pupils at Sunnydale School in Oakville, is a small, round, reflective sticker with the plumed head of a knight in armor for your fender.

And the orange and black sticker is more than just a neat-looking fender decoration.

It marks the owner of the bike as a member of the Ministry of Transportation and Communications' Crusader Cycle Club, Sunnydale branch.

At Sunnydale, Crusader Cycle Club members are important people.

For one thing, only pupils with Crusader Cycle Club fender stickers are permitted to bring their bikes to school.

The special stickers are the creation of the 16 parent volunteers responsible for organizing the Crusader Cycle Club course at Sunnydale. They're just one of the innovations that have made the new club among the more popular and successful groups around.

The proof?

This February, 146 youngsters signed up for the first Sunnydale course. Much of the credit for the success of the club belongs to two Sunnydale parents — Elizabeth and Geoffrey Jackson.

The Jacksons moved to Oakville from England in October 1983. They soon became concerned about what Mr. Jackson called "the irresponsibility" of the young cyclists in their new neighbourhood. They found that their parents were concerned too, and with the help of 14 other

adults in the neighbourhood, the Jacksons decided to organize a course of instruction in safe cycling for the children of Sunnydale. MTC's Crusaders Cycle Club safe cycling course fit the bill.

Sunnydale School principal R. W. Wright co-operated with the parents by letting them use school classrooms and the school grounds for the safety classes and by ruling that any child who wants to keep his bike on school premises must take the safety cycling course.

The organizers took the basic Crusader Cycle Club material and added ideas and innovations of their own to come up with a course that's unique in several ways.

For example, one of the first discoveries the volunteer parents made was that most of the children did know the rules of the road already. What they didn't know was how to apply them.

So, the instructors expanded the three classroom sessions outlined in the course instructor's manual into four sessions.

With the extra time the children got a chance to practise applying the classroom lessons they learned in mock driving situations.

Of the 146 who signed up for the course, all successfully completed the final skill test.

"Believe me, we were strict with them," said Mr. Jackson.

Under Sunnydale Crusader Cycle Club rules that means each of the 146 pupils has the right to display the special fender sticker on his bike for one year only.

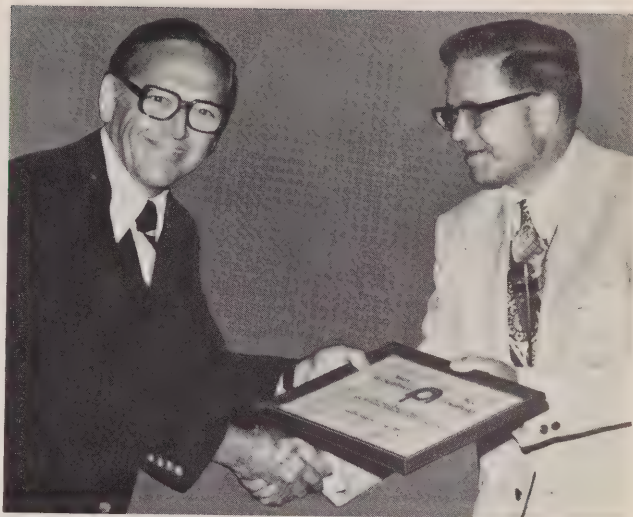
The reason is related to another of the features that makes the Sunnydale club unique. It doesn't end after the final meeting.

"We decided we didn't want to carry out the Crusaders Cycle Club course, then forget about it," said Mr. Jackson.

Instead the organizers ruled that all grads of the Sunnydale Crusaders Cycle Club course must take the skill test again each year.

In addition, there will be regular meetings during the year for all club members, said Mr. Jackson.

Since the Sunnydale course was introduced, several other schools in Oakville have expressed an interest in setting up a Crusader Cycle Club.



John Crawford, Director of Communications of the Insurance Bureau of Canada (left), receives an Award of Excellence from Pierre Dallaire of the Canadian Public Relations Society. The award, presented to the Insurance Bureau for its film *The High Way to Die*, was produced in co-operation with the CTV television network and a supporting program on drinking, drugs and driving.

Young Drivers (Continued from page 2)

successful technique in keeping drivers from getting into situations from which they cannot extricate themselves.

"Far too often, the youthful, relatively inexperienced driver fails to use this technique and relies, much to his detriment, on his superior reflexes."

Mr. Gower pointed out, however, that not all young people should be considered irresponsible drivers.

"While, as a group, the percentage of young drivers involved in collisions is high, there are many who have developed the necessary skills; have adjusted psychologically; are properly motivated, and are in my view excellent drivers," Mr. Gower said.

"We must recognize the problems that are unique to the youthful driver population, but at the same time we must not fail to recognize those within the group who do credit to the task and who far too frequently suffer unusual financial and other burdens placed upon them by the action of their peers."

What is being done to help reduce the high accident rate among young drivers?

Carl Laybourn, Administrator of Public Safety Programs with the Ministry of Transportation and Communications, says his Ministry is concentrating its efforts on driver education.

"I think there is little doubt that students who take proper driver education courses in our secondary schools have a far better driving record than those who

have no such training," he said.

He pointed out that insurance companies have shown their confidence in driver education programs through premium discounts to young drivers who have graduated from such courses.

"They must be satisfied that driver education is reducing the accident rate," he said. "They're hard-headed businessmen and appear to be satisfied their dollars are not being wasted."

John Cranford, Director of Communications for the Insurance Bureau of Canada, agreed with Mr. Laybourn. He said driver education is a very "positive approach" to the problem.

During the 1973-74 school year, almost 40,000 students graduated from driver education courses in Ontario, reaching almost 40 per cent of those people who receive a driver's licence for the first time.

Mr. Laybourn said the government-sponsored driver education programs were reaching a substantial number of new drivers every year, but not enough of them.

"There are always more applicants than we can manage," he explained. "The big bottle neck is still finding teachers. I think if we had enough teachers, we could effectively reach 80 or 90 per cent immediately."

He said his Ministry, in conjunction with the Ministry of Education, is studying the problem in an effort to extend and improve the quality of driver education in Ontario.

Drive with extra precaution small car owners warned

Cars rarely cause accidents.

Driver error is usually the major cause.

So, it really doesn't matter what size of car you drive, there's always the chance of getting involved in an accident—either as a result of your error or the other driver's.

But whether or not you survive any kind of a motor vehicle accident can depend on the specific size and construction of your car.

Accepting the fact that there are small cars and strongly built small cars, a survey sponsored by the American Insurance Institution for Highway Safety reached the conclusion that there is a critical relationship between survival and size of a car involved in an automobile accident.

Researchers, reporting in the July 1975 issue of Status Report, examined this relationship.

The study, based on the number of vehicles registered, dealt with motorcycles, cars categorized by size according to wheelbase and trucks.

"The smaller the cars, the greater the involvement rate in fatal crashes in which the occupants, including drivers, died," the researcher said.

The report stated that in fatal single-vehicle crashes the smallest cars were involved at a rate three times the rate of the largest cars; that in multiple vehicle crashes the death rate was almost twice as high as that in larger cars.

The researchers said factors other than vehicle size were not significant in the pattern of fatal crash involvement.

"Regardless of age, sex, race, prior violation records of drivers, urban-rural sites, night or day, fatal crashes involved occupant deaths more often in small cars," they said.

Admittedly, this study presents only one side of the large car versus small car controversy.

However, it serves as a reminder to small-car owners that they do not always have the same built-in protection as the drivers of larger cars.

When on the roads, small-car owners should remember that they are more likely to be seriously injured or killed than the occupants of larger vehicles if they are involved in a motor vehicle collision.

Thus, small car owners should drive accordingly.

The study also found that motorcycles had markedly higher rider death rates than other vehicles — three and one third times those of even the smallest cars.

Deaths in trucks in single-vehicle crashes were twice as high as the rate of death in the largest cars; and the drivers of tractor trailers are six times more likely to die in a single-vehicle crash than the motorist behind the wheel of larger cars.

Coming Events

September 14-16 — Annual Conference of the Canadian Society of Safety Engineers, Airport Hilton, Calgary.

September 23-29 — Roads and Transportation Association of Canada annual conference, Palliser Hotel, Calgary.

October 1-10 — Fleet Supervisors Course, Ontario Safety League.

October 19-22 — Canada Safety Council annual conference, Hotel Vancouver, Vancouver.

November 17-18 — Advanced Techniques Fleet Safety Management Course, Ontario Safety League.



BEE CAREFUL!

A bee can be a traffic hazard, warns the Ministry of Natural Resources. When driving and a bee flies through the window, slow down and pull over to the shoulder of the road, the Ministry says. The bee is simply looking for an escape hatch and will be gone soon — if you open all the windows.

Officer's family presented with memorial award

The Sault Ste. Marie Safe Council's annual Vera Falldien Memorial Award was presented posthumously this year to a police department constable.

The wife and family of the late Constable Calvin Marshall received the plaque at the Safety Council's annual safe drivers dinner.

The Vera Falldien Award is made each year to the person or group judged to have dedicated time, effort and energy toward safety promotion in the community, especially with children.

The late Constable Marshall died in June 1974.

A police officer for 13 years, he worked during 1970-74 with the Sault Ste. Marie Police Department's safety division and was involved with children safety, visiting elementary schools throughout the city.

ontario traffic safety

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Hon. John R. Rhodes, Minister.
H. F. Gilbert, Deputy Minister.

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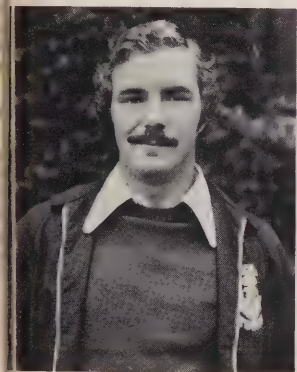
ontario traffic safety

Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario

Young drivers comment on high accident fatality rate

In the July/August issue of Ontario Traffic Safety, we reported Ministry of Transportation and Communications' statistics which revealed that Ontario's young drivers are involved in more automobile collisions than any other age group.

Although these young drivers — those between the ages of 16 and 24 — only represent about 20 per cent of the nearly four-million licensed drivers in Ontario, they were involved in most 40 per cent of all fatal collisions and in more than 36 per cent of all injury-producing collisions in the province in 1974. Since our last issue, we have talked with several young drivers to see if they could explain the high accident rate. Here are some of their comments:



James Carroll

James Carroll, 20, a second-year science student at the University of Toronto, says he believes a lot of young people, especially young men, get into accidents because they are overconfident about their driving skills.

"I guess these figures mean we sometimes overestimate our ability to drive an automobile," he said. "However, I would say most young people are confident about everything, and why wouldn't they be."

He added that he suspects a lot of young drivers have motor vehicle accidents after they have been drinking, but he was quick to point out there are legal and social implications.

Under the law, we are entitled to drink and we are entitled to drive, but no one is supposed

to drink and drive at the same time.

"The way I see it, just about everyone drives and many people drink — both perfectly acceptable social norms. Under these circumstances, there are bound to be a great many drinking drivers on the road."

He said he doubted young people drink and drive any more than adults, but that their lack of experience results in more motor vehicle collisions.

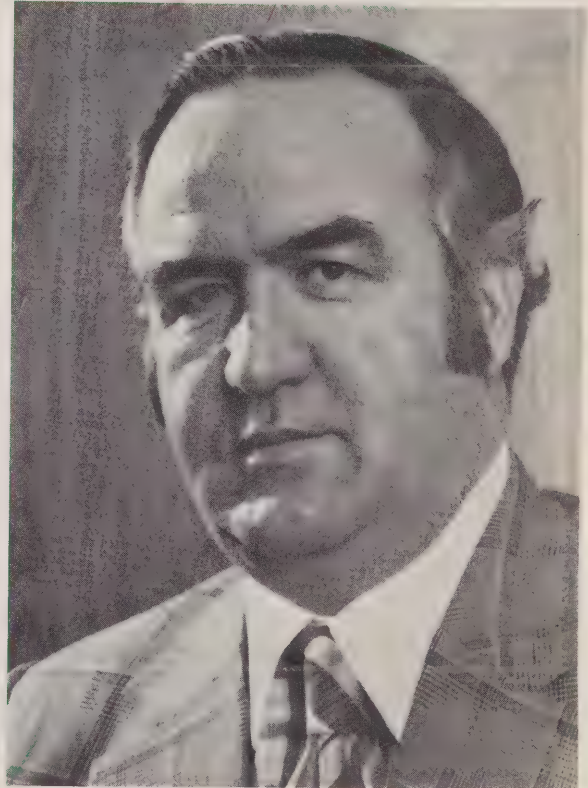


Susan Bright

Susan Bright, a 24-year-old Ryerson graduate, also blamed the high accident rate on drinking and driving, and particularly on the aggressive nature of young male drivers.

(Continued on page 5)

New Minister Appointed



The Honourable James Snow
Minister of Transportation and Communications

The Honourable James Snow, former Minister of Government Services, is the new Minister of Transportation and Communications.

Mr. Snow, Member of the Provincial Legislature for Oakville, succeeds The Honourable John R. Rhodes, M.P.P. for Sault Ste. Marie, who is now the new Ontario Minister of Housing.

Mr. Snow joined Premier William Davis' cabinet on March 1, 1971 as a Minister without Portfolio.

On February 2, 1972, he was named Minister of Public Works and following enactment of enabling legislation became the Minister of Government Services.

Mr. Snow, married with four children, lives in Hornby, Ontario.



Staff Sergeant D. J. Robson of the Ontario Provincial Police Community Services Branch stands at Ontario Place with the three young Northern Ontario winners of the OPP poster-coloring contest, sponsored by the Ontario Road Builders' Association. From left to right: Karen Bartz of Dinorwic, Brian Burns of Dryden, and Suzanne Dionne of Kapuskasing.

Andrunyk plans greater contact with local safety organizations

Stephen F. Andrunyk, the new general manager of the Ontario Safety League (OSL), plans to make the organization a more dominant force in the safety field in Ontario.

Mr. Andrunyk, selected from over 70 candidates by the league's board of directors, succeeds Mr. Fred H. Ellis who retired Sept. 1 after 19 years of service.

"The league has a solid foundation. My aim is to build on the fine work of the executives who preceded me; to expand and to ensure that the association becomes better known throughout the province," he stated.

"Although the League has a good reputation in Ontario, and an excellent record in safety, it seems to me we have limited ourselves to the Toronto-centred region too much."

To achieve this goal he plans to develop new associations with the various community safety councils throughout the province.

"Although some people may disagree with me, I think these voluntary safety organizations are performing an important job. With more assistance from the league, I think we can improve their effectiveness."

Noting that it costs money to develop and expand, Mr. Andrunyk said he was currently reviewing all of the league's programs and services, looking for new ways to increase its revenue. About 85 per cent of the league's income is produced by OSL ser-



Stephen F. Andrunyk has been appointed General Manager of the Ontario Safety League. Selected from more than 70 candidates by the board of directors, Mr. Andrunyk succeeds Fred H. Ellis, who retired Sept. 1, after 19 years of service.

vices, with the remainder from contributions.

Until his appointment, Mr. Andrunyk pursued an active career in the Canadian Armed Forces, retiring as a colonel and Chief of Staff of Central Militia Area Headquarters, CFB, Toronto.

Born in Alvena, Sask., he was a public school teacher before enlisting in the Canadian Army in 1942.

Northern Ontario students win OPP poster contest

Three young northern Ontario students were the lucky winners of the Ontario Provincial Police poster-coloring contest.

The draw was sponsored by the Ontario Road Builders' Association (ORBA) as part of its annual August road safety blitz.

The three winners — Karen Bartz, 10, of Dinorwic, Suzanne Dionne, 10, of Kapuskasing, and Brian Burns, 6, of Dryden — were treated to a two-day visit to Toronto with the OPP, the contest prize.

To qualify for the draw, children had to attend an elementary school in 1975; color a road construction safety poster, complete with a safety message from Trevor, the OPP Safety Bug, and mail it to ORBA's Toronto office. One parent or guardian was asked to accompany each winner to Toronto.

Winning entries were drawn by Mr. Donald Campbell, ORBA President, OPP Commissioner Harold Graham, and Mrs. Jean Bloodworth of the OPP Community Services Branch.

The official host for the children's visit to the city was Staff Sergeant D. J. Robson of the OPP Community Services Branch. He said the contest was "simply fantastic."

"Although we (OPP) have held similar contests before, this was the first time it has been accomplished on a province-wide basis, thanks to the contributions made by the media, ORBA and the Cambridge Motor Hotel," he said.

"More than 3,000 posters were submitted by children from all parts of Ontario."

The Road Builders' Association paid all expenses for the two-day Toronto visit, including first-class airfare, plus incidentals. While in the city, the youngsters and accompanying adults were guests of the Cambridge Motor Hotel.

As official hosts, the OPP gave the children a royal tour of the city — visit to Ontario Place, tour of OPP headquarters and

training centre, night view of the city from Commerce Court, a visit to Queen's Park where they met the former Minister of Transportation and Communications, John R. Rhodes.

Just travelling about the city was an adventure for the kids, Staff Sgt. Robson said. Almost everywhere the young people were taken, they travelled in limousine, usually in a motorcade accompanied by a police motorcycle escort.

One trip included a ride in Car One, a replica of the first marked police car owned by the provincial police—a 1941 Chevrolet.

During an evening dinner held in their honour, the three winners were each presented with a gold construction hard hat and a \$50 spending money, compliments of the Road Builders' Association.

Staff Sgt. Robson said the children were delighted with everything, especially six-year-old Brian Burns who considered the ride on a streetcar one of the most outstanding features of the trip.

The contest was very successful, he said, and we are definitely planning to hold another drive next year.

"We think it is an excellent way of illustrating the need for more care at road construction sites, plus it involves young people with the police during the summer months. We hope it will help everyone remember to play it safe no matter what the situation."

ORBA General Manager Martin Macdonald said the association was pleased with the results of the contest, particularly with the high level of interest and publicity developed by the OPP in promoting highway construction safety.

"Without the assistance of the provincial police, we could not have reached so many members of the public who often forget the importance of safety at road building sites," he said.

Drive Defensively

A car moving at 30 mph travels 44 feet in one second. A defensive driver knows that a fraction of a second is all it takes to cause serious injury and death. Concentrate on the job of driving. Keep pace with the general stream of traffic but obey the speed limit.



Ontario Truck Rodeo winners (from left to right) Ralph Hilborn, George Virgoe and Ontario Grand Champion John MacDonald pose for picture with their trophies won during the Canadian National Truck Rodeo finals in Montreal.

Ontario Truck Rodeo winners compete in national finals

Three Ontario truck drivers, winners of the Ontario Truck Rodeo at the Canadian National Exhibition in Toronto, won awards at the Canadian Truck Rodeo championships later in Montreal.

Ontario Grand Champion John MacDonald, 44, of Brampton, winner of the five-axle division, placed third in the Canadian finals.

Mr. MacDonald, a driver for Miracle Food Mart, has driven over 600,000 accident-free miles during the past 15 years. This was his first year of competition. George Virgoe, 38, of Weston,

the provincial straight truck champion, won the straight truck division in the Canadian finals. Employed by Kingsway Transport, Mr. Virgoe has a 300,000-mile accident-free record.

Ralph Hilborn, a 30-year-old native of Grand Valley, and Ontario's four-axle division champion, placed second in the Canadian division finals. He drives for Armbro Transport.

Gilles Lemay of Quebec, who captured the Canadian Grand Champion Award, was the winner of the Canada Safety Council trophy for the five-axle division.

Highway traffic fatalities down over first six months in 1975

For the fourth consecutive year, highway fatalities for the first six months of the calendar year have decreased, figures released by the Ministry of Transportation and Communications indicate.

January was a most tragic month when 139 people died on provincial highways and streets, 4 more than over the same period last year.

Yet, over six months there was a decrease of 0.4 per cent.

Statistics showed that through the first six months of 1972, 807 died; 782 during the corresponding months in 1973; 702 in 1974 and 699 through the initial six months of 1975.

A breakdown of the Ontario fatality figures showed that pedestrian deaths were down 18 per cent through the first six months of 1974, 114 against 139; passenger deaths down 3.9 per cent, 197 against 205, but driver deaths were up 2.3 per cent, 314 against 307.

Fatal collisions were up 3.1 per cent (603 vs. 585) and non-fatal collisions down minimally, 0.1 per cent (30,233 vs. 30,258).

The total number of injuries, including all vehicles and pedestrians, dropped by 356 (44,348 to 43,992).

Figures relating to mopeds revealed that two drivers died, while 176 were injured between January 1st and June 30th.

Thousands enter bike draw at Ministry's CNE exhibit

A stop at the Ontario Ministry of Transportation and Communications' display at the Canadian National Exhibition was well worthwhile for 10 lucky CNE visitors — each won a bicycle in the Ministry's bike draw.

The 10 winners, all from Ontario, were drawn from more than 96,000 entries.

The winners were: Ann Shantz, 19, of Plattsville; Sandra Melnick, 13, of Hamilton; Susanne Alcock, 12, of Cobourg; Carmen Leblanc, 11, of Pickering; Allison Damier, 10, of Toronto; Eddie Barends, 11, of Fenwick; John Kelly, 10, of Malton; Frank Horvath, 9, of Burlington, and Cindy Wharton, 17, and Robert Ryder, 8, both of Scarborough.

Although the bicycle draw was one of the more popular attractions, it was by no means the only Ministry display that caught the attention of CNE patrons.

Thousands of visitors had a ride on The Convincer, a machine designed to convince people of the benefits of wearing both lap and shoulder seat belts. The crash sled, a vital part of the government's public education seat belt program, allows the individual to experience the forces involved in a five-mile-per-hour collision.

Others stood patiently in line to take the Ministry's driving skill test or reviewed Ontario's new school bus stopping law, graphically illustrated by a large sign explaining the law and an exhibit, a full scale back end of a school bus with its signal lights flashing.

Under the new law, traffic travelling in both directions must



Eagerly awaiting the day he can discard his crutches and go for a ride, nine-year-old Frank Horvath of Burlington admires the bike he won in the Ministry of Transportation and Communications' bicycle draw at the Canadian National Exhibition. More than 96,000 entries were submitted in the contest.

stop when approaching a stopped, chrome-yellow school bus with signals flashing front and rear, regardless of the posted speed limit.

More than 2,500 people completed Ministry forms requesting traffic safety information, while tens of thousands had their driving records checked out on the Ministry's computer.

Frank Hammond, a Ministry Information Officer and exhibit co-ordinator, estimated that more than 750,000 people passed through the display, located this year in the Better Living Centre.

Previously, the Ministry's CNE display was in the Automotive Building.



The Canadian Automobile Association is producing a movie on the training of School Safety Patrols in Canada. In the above photograph, a film crew is busy filming the highlights of the Hamilton Automobile Club's School Safety Patrol officers' training camp. More footage is currently being taken in the Ottawa area. The movie, according to an association spokesman, will be available early in 1976 from all CAA clubs across the country.

Car repair costs up 27%, recent IBC study shows

Traffic safety is everyone's concern. At least, it should be.

Even if you are fortunate enough to escape the most devastating results of a motor vehicle collision — serious injury or death — you will have to pay for it one way or another, sooner or later.

An increasingly more frequent victim of automobile collisions is our pocketbook.

According to the Insurance Bureau of Canada, the cost of car repairs increased by 27 per cent between January 1974 and July 1975.

In the Bureau's 18-month study, parts costs increased by 32 per cent, labour costs by 30 per cent, and the cost of other services such as towing, glass replacement and frame straightening by 15 per cent. These figures are based on repair costs in the Toronto area.

Ten vehicles were included in the study: two full-sized cars, two foreign compacts, three domestic compacts, one intermediate model, one speciality car and a pick-up truck.

J. E. Burns, chairman of IBC, said the study reflects conditions that have already been acted upon by the insurance industry through recent rate adjustments.

"It serves as a graphic illustration of the impact of inflation on the automobile insurance business," he said.

The study was carried out by an independent appraisal firm. It selected 10 representative vehicles which were damaged in January 1974. Estimated costs of similar repairs in January, 1975 and July, 1975 were prepared using identical labour hours and parts lists.

The actual cost of repairing the 10 cars in January 1974 was \$8,490.44. Repairing the same damage to the same cars in January 1975 would have cost \$9,522.79, and in July 1975 \$10,765.06.

According to the survey, prices of parts used in these repairs remained fairly stable from January 1974 to January 1975, but increased by 28 per cent before July of this year.

On the other hand, labour costs increased 29 per cent from January 1974, to January 1975, but were most stable — up 1.3 per cent — between January and July 1975.

In January 1974, the body repair shops which performed repairs on the selected vehicles all had a charge-out rate for labour of \$10 per hour. Four of the shops have now increased their rates to \$12, one to \$12.50, one to \$13, and the balance to \$14.

According to the Bureau, Toronto's charge-out rates are among the lowest in Canada.



One of the top 28 Charterways Co. Limited school bus drivers carefully negotiates an obstacle during the company's first province-wide school bus rodeo held at the Ministry of Transportation and Communications' complex in Downsview. The competing drivers were chosen from the more than 1,300 school bus drivers employed by Charterways, a major Ontario bus line.

Bus drivers battle for top honors in Ontario-wide school bus rodeo

Charterways Co. Limited, a major Ontario bus line, has sponsored the first province-wide company school bus rodeo.

"Our rodeo was the first one in Ontario in which a company has brought together its drivers from different divisions to compete against each other in a school bus rodeo," said Charterways Traffic and Safety Director, Murray McAlpine. "Our rodeo was the culmination of our regular safety programs we have for our school bus drivers."

Altogether, 28 Charterways school bus drivers, the best two from each of the company's 14 divisions, competed in the rodeo held at the Ministry of Transportation and Communications' complex at Downsview.

Charterways has about 1,350 school bus drivers operating its buses throughout the province.

To qualify for the competition, the drivers had to be employed by Charterways and accident-free for one year. The two drivers from each division were the winners of earlier rodeos.

The competing school bus operators were first required to complete a written test, consisting of 30 questions. This was followed by a "circle check" of a school bus in which each driver had to point out a number of defects on the bus.

In the driving test, the competitors had to complete an obstacle course in a 72-passenger school bus. They were, however, given the choice of driving a bus with an automatic or gear-shift transmission.

The judges included officials from the Ministry of Transportation

and Communications, the Transportation Safety Association of Ontario, Ontario Provincial Police and Charterways.

Based on accumulated points, the three top drivers each received a trophy and a prize.



Murray McAlpine

Mr. McAlpine said he considered the rodeo a very successful way of reminding drivers of school bus safety, as well as providing an opportunity for them to test their skills.

"The rodeo gives each driver an opportunity to judge the abilities to manoeuvre a school bus," he said. "It also serves as a reminder for school bus operators to watch their driving habits."

Mr. McAlpine added that Charterways has received a number of inquiries from other companies on how to set up a school bus rodeo, and he expects the competition to grow next year.



The Ministry of Transportation and Communications has posted these signs on numerous four-lane undivided highways in the province to remind motorists travelling in both directions they must stop for a school bus with its signals flashing, regardless of the speed limit. This sign on Highway 2 near Whitby has been very effective, says Staff Sergeant James Kaye of the Durham Regional Police.

Young Drivers Comment (Continued from page 1)

"It's a fact," she said. "Men drive faster than women. Young men seem to attach feelings of masculinity to an ability to drink and drive."

"There have been many nights I've offered to drive because the driver had been drinking, but if it's a male he always refuses. Giving up his car keys is tantamount to being a sissy."

Miss Bright said she was afraid reckless driving is "a fad" that all young men go through; that no amount of lecturing or reasoning deters them.

Dave McFarlane, an 18-year-old Mississauga student, admitted the accident rate was high but said he didn't think all young people should be blamed.

"We are criticized before we even start to drive," he said.

He suggested that young working people, especially those who can afford big powerful cars, were responsible for many accidents.

"Young drivers who can afford to drive their own cars are probably less careful than students because they don't care about the high cost of insurance or if they get into a collision," he stated. "I think students, for example, are more cautious because they usually drive their parents' car."

Like the others, Dave McFarlane thought alcohol was a major reason for the high accident rate among drivers in his age group.

"Drinking, like driving, is a new experience for all young people and when these two factors are combined, accidents result."

Janice Nichol, an 18-year-old Brampton high school student, said excessive speed, alcohol and drugs were all part of the problem.

"Driving over the speed limit is definitely a cause for many car accidents," she said. "Although the speed limit is always posted, no one ever seems to stick to it. At least that's the way it is with most of the young drivers I know."

Miss Nichol said she wasn't sure that students were necessarily more cautious than the young working people, but cited an interesting experience which revealed the aggressive nature of young male drivers.

"I know a case where these two young guys bought beat-up cars so they could drive into each other just for something to do," she said.

"I'm not sure there is a way to reduce the high accident rate because young people have to learn for themselves."



Janice Nichol



Dave McFarlane

Radial tires won't go in snow, U.S. National Safety Council claims

Contrary to the impression of many motorists, radial tires are no substitute for snow tires for winter driving, according to new findings released by the U.S. National Safety Council.

Reporting on tests conducted by the council's Committee on Winter Driving Hazards, Ray Prince, the committee secretary, said: "The tests show that snow tires provide more traction over a reasonably wide range of snow-covered road conditions than

conventional radial tires that do not have a snow tread."

In the tests, seven brands of radial tires were compared with bias belted highway tires and bias belted snow tires. Both peak and spinning traction were measured with the vehicle standing still and also moving forward at a speed of 5 mph. Snow conditions ranged from approximately one inch of medium packed snow to as much as eight inches of loose snow.

1. Battery: The battery should be kept fully charged at all times as severe winter temperatures reduce its efficiency. Check the battery's electrolyte level at least once a month and add distilled water when necessary. Battery cables should be kept in good condition with clean and tight connections.

2. Antifreeze: Have your antifreeze checked with a hydrometer to ensure that it is sufficient for the coldest temperatures in your area.

3. Water hose: All hose should be checked for deterioration and leaks. This includes both the radiator and heater hose. The fan belt and radiator should also be examined at the same time.

4. Windshield: Worn and defective windshield wiper blades should be replaced when they start to streak and smear. Keep an ample supply of windshield antifreeze in your washer container.

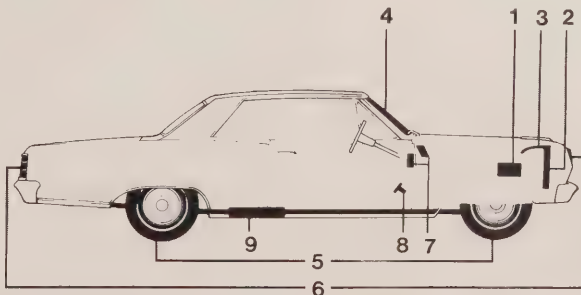
5. Tires: Replace any tires when the tire-tread indicators are showing. A good tire tread is

FALL MAINTENANCE CHECK Prepare your car for winter driving conditions now!

A Fall tune up including an inspection of the ignition system, points, condenser and plugs will prevent many winter breakdowns.

You might also consider carrying the following invaluable items in your car during the winter months: a combination ice scraper and snow brush, a small snow shovel in the trunk, a flashlight, sand or traction mats, and even reinforced tire chains if you drive in heavy snow country.

Prepare your car for winter driving conditions now. Make sure all the items shown here are included on your winter maintenance check list.



important for winter driving. Buy snow tires of the same size and construction as your summer tires. Do not mix radial and belted or bias ply tires.

6. Lights: Burned out bulbs are not always easy to detect from the driver's seat. Turn on all your lights and walk around the vehicle at least once a month. At the same time, check your signal lights and four-way flashers.

7. Heater and Defroster: Make sure your heater is working properly for frosty winter days. Have your thermostat checked if the heater output doesn't seem up to par.

8. Brakes: Have the system checked out. A low brake pedal, brakes that squeak or pull can mean potential trouble. Brakes should also be equalized for winter driving on slippery roads.

9. Exhaust: The exhaust system should be checked for leaks and corrosion. A bad exhaust system could leak potentially fatal carbon monoxide gas into a sealed passenger compartment.

Traffic tickets . . . more than an inconvenience

By Robin Burgess

Red light flashing, the police cruiser signals the motorist to pull off the road. The police officer approaches and leans in the driver's window.

"May I see your licence, sir? You were doing over 40 mph. Don't you know this is a 30 mph zone? I'm going to have to write you a ticket."

It's a familiar scene. Last year a staggering 1,125,060 traffic offences, including speeding, making illegal left turns and so on, were committed by Ontario motorists.

To many motorists a traffic ticket is an irritating inconvenience — but hardly serious. Certainly it is an inconvenience — but it can also be much more.

The life cycle of a ticket begins the moment the police officer begins to fill in the blanks. Since the ticket also doubles as a summons, it must show the particulars of the charge and the day the case will be heard in court as well as the amount of the fine.

At this point the life span of the ticket is up to the motorist accused. In many cases the motorist is willing to admit he was guilty of the traffic violation and simply forwards the amount of the fine to the provincial court.

What the driver should realize is that paying a fine out of court is the same as a guilty plea, and represents a conviction. If the violation was a serious one the driver will be assigned the appro-

prate number of demerit points which will remain on his record for two years from the date of conviction. Once the two years have expired the case is closed.

But what if the motorist feels he's innocent of the charge, or there are extenuating circumstances he feels should be taken into account? In this case he can choose to fight the charge in court on the date that appears on the ticket.

These days, provincial courts are busy places. The date the case is actually heard in court, therefore, may be several months from the time the ticket is issued.

During the proceedings the judge hears evidence from both the motorist and the police officer involved in the case. The police officer must explain how he arrived at his conclusion the motorist was violating a rule of the road. The judge then makes a decision on the basis of both testimonies.

If he rules in favor of the motorist, the charges are dismissed and his driving record remains clean. If, however, the judge decides the motorist is guilty he stands convicted and is subject to the fine set for the offence and whatever demerit points are applicable.

There's a third alternative as well.

Motorists who take this way out fall into the category of those who consider traffic tickets a petty annoyance — but not really important. Some motorists choose to simply and conveniently ignore traffic tickets.



Sometimes the motorist genuinely does forget. More often he takes the short-sighted approach: "Maybe if I forget about it, it will just go away." He's wrong; it won't go away.

An offender who fails to appear in court the day his case is due to be heard may be convicted of the traffic offence "in absentia." One or two days after the conviction date, a notice is sent out and he or she is given 14 days to pay the fine, plus court costs. Along with the notice comes a warning: If the driver does not pay, his licence may be suspended.

The Ontario government introduced its licence suspension program for non-payment of fines two years ago. At that time 100,000 motorists owed about \$10 million in unpaid fines. Obviously something had to be done. The solution: Give evaders the choice of paying up or walking.

If the convicted motorist chooses to ignore this notice, the court administrator will raise an order to suspend that must be signed by a justice of the peace or a judge. Until the suspension order has actually been signed, the individual can elect to serve time in jail rather than lose his licence. But once it's signed that option is closed.

The court order suspension is processed through the Attorney General's Defaulted Fines Control Centre. From there it is forwarded to the Ministry of Transportation and Communications' Registrar of Motor Vehicles.

At MTC the order is acted upon and licence suspension is applied against the driver, a notice of which is sent to the motorist by registered mail. In most cases, the notice of suspension will reach the driver just

prior to the effective date of suspension.

All licence suspensions are registered with the Canadian Police Information Centre (CPIC). Thus, if the motorist is stopped by a police officer months or even years later, the officer can discover he is driving under suspension merely by making a routine check with CPIC radio.

Reinstatement is basically a simple procedure. But it takes time. Even if the motorist finally pays the fine the same day a suspension notice is received, it could be 10 days before he's on the road again.

In order to pay the fine, a motorist must call the Defaulted Fines Control Centre of the Ministry of the Attorney General to find out how much is owed, what court or courts it must be paid, the date of conviction and the file number. That information must accompany his certified cheque or money order, which must be directed to the court office where the conviction occurred.

Once the fine is paid, the court forwards the reinstatement order to the Defaulted Fines Control Centre and the Centre in turn informs the Registrar of Motor Vehicles. The Registrar then mails the motorist a reinstatement notice, with a temporary replacement licence attached.

The complicated legal process kicked off by the original traffic ticket is finally finished.

For the motorist the ticket is effectively "dead," except in the case of demerit points which expire only after two years have elapsed.

But the life cycle of a ticket is never completely over. It can exist for several years to come as a violation statistic on MTC and police records.

Ontario's Demerit Point System

When a driver accumulates 15 points
his licence is suspended for 30 days.

POINTS	OFFENCES
7	Failing to remain at scene of accident
6	Careless driving
	Racing
	Exceeding speed limit by 30 mph or more
5	Failure to stop school bus at unprotected crossing
	Failure to stop for school bus
	Following too closely
3	Exceeding speed limit by 11 to 19 mph
	Driving through, around or under railway crossing barrier
	Improper passing
	Crowding driver's seat
	Wrong way on one-way street or highway
	Failure to yield right of way . . . to obey a stop sign, signal light or railway crossing signal . . . to obey directions of police officer . . . to report an accident to police
2	Failure to share road . . . to signal . . . to lower headlamp beam . . . to obey signs other than those listed for demerit points above
	Pedestrian cross-over offence
	Improper or prohibited turns
	Unnecessary slow driving
	Improper opening of vehicle door
	Towing persons on sleds, bicycles, skis, etc.

MTC-Teachers benefit from summer work program

Driver education teachers combined forces with the Ontario Ministry of Transportation and Communications in a successful and mutually beneficial summer work program.

For the second consecutive year, the Ministry hired qualified occupational and high school driver education teachers as driver examiners during the summer months.

"The program, tried experimentally in 1974 and again this year, has been very successful and is helping us cope with the heavy demand for driver examinations during the peak summer period," said Fraser Reavell, Central Regional Manager of Drivers and Vehicles Division.

"Our objective was to provide an improved level of service to the public. Hiring driver education teachers as summer help certainly improved the service. It would have been an intolerable situation if we hadn't."

The teachers helped alleviate the backlog of people waiting to take a driver's test in most of the regions in the province, Mr. Reavell said.

Even in Toronto, where there is an average waiting period of at least a month, it allowed the

ment was a "very worthwhile endeavour which benefited both the general public and driver examiners."

"There was less tension and strain on the examiners," he said, "and the applicants appeared more relaxed which resulted in fewer complaints."

Mr. Reavell said that driver education teachers make excellent driver examiners because they have such a high degree of expertise.

"For starters, the teachers must have completed the three-week Ontario Driver Education Teacher Preparation Course, which gives them 34 hours of behind-the-wheel instructional practice" he explained.

"They must have a driver instruction licence and been engaged in that capacity during the school year. Most teachers we hire have provided driving instruction for 25 to 50 students in a year, meaning they had from 300 to 600 hours of in-car instruction."

For teachers, working as driver examiners can be a frustrating but rewarding job.

Joseph Lemieux, driver instructor at Bowmanville High School, said he found the work could be frustrating because he had to remember not to correct applicants when they were about to make an error.

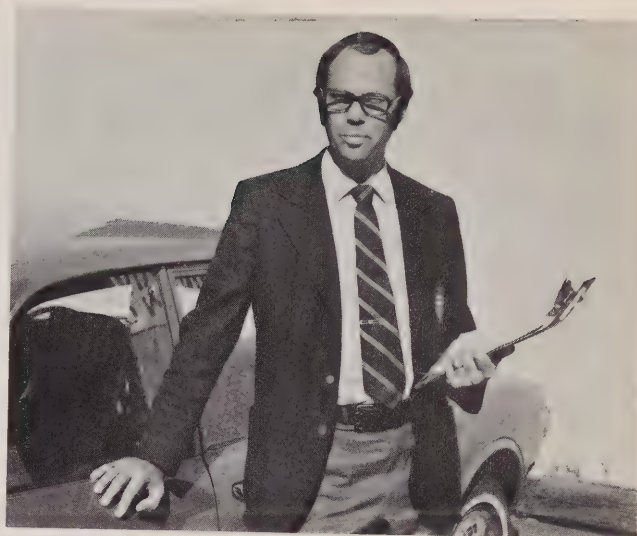
Driver examiners are asked by the Ministry to refrain from giving applicants instruction or guidance during a test. Experience indicates applicants are liable to fail the test completely if they think they have done something wrong.

"As a teacher it is frustrating when you can't teach," Mr. Lemieux said, "especially when you see them doing something wrong."

However, for Mr. Lemieux, the job is a challenge — a valuable experience that will help him when he returns to the classroom in the fall.

"No one has to fail the test the first time around. Examiners are looking for driver control and that is what I am emphasizing in my classes now," he added.

He is also making sure his students know the proper procedure for making left turns, an error he found applicants consistently making during his two summers as a driver examiner.



Using teachers as driver examiners during the summer months allowed the Ministry of Transportation and Communications to open two satellite driver examination centres in Toronto. Keith Greer (above), a Ministry driver examiner, said the temporary centres enabled the Ministry to provide better service to the public.

Record number of students complete driver education courses

A record number of students, 40,681, successfully completed driver education courses offered by Ontario schools during the 1974-75 academic year.

This was 1,099 more students than during the previous year, according to figures released by the Ministry of Transportation and Communications.

Altogether, a total of 74 Ontario boards of education offered courses to students in 555 secondary schools. The driver education courses were also taught at the two Ontario schools for the deaf, 24 separate schools and private schools, five schools operated by the Ministry of Correctional Services, and five community colleges.

Although the average fee charged for driver education courses was \$35, it ranged from nil for most occupational programs to \$75 for extra-curricular courses.

The more than 1,200 qualified driver education teachers, including 815 teachers holding Ontario Ministry of Education teaching certificates, and 416 qualified commercial driving instructors who taught only the in-car phase of the program, conducted 1,451 courses.

The Waterloo County Board of Education provided driver education courses for the greatest number of students with a total of 2,037 successfully completing the course. The Ottawa

Board of Education was next with 2,016, followed by the London Board of Education with 1,885.

Carl Laybourn, Administrator of Public Safety Programs with the Ministry of Transportation and Communications, said he was pleased with the ever-increasing number of students taking driver education in Ontario schools.

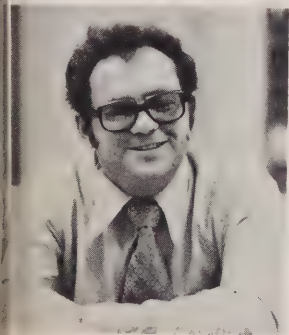
Driver education teachers qualify at summer course

Another 80 teachers qualified this past summer to instruct driver education in Ontario secondary schools.

The three-week Ontario Driver Education Teacher Preparation Course, administered this year by the Ontario Ministry of Education, was held simultaneously in Toronto and Ottawa.

Previously, the annual summer course was a joint project of the Ministry of Transportation and Communications, the Insurance Bureau of Canada and the Ontario Motor League.

This summer's program was directed by the Ministry of Education's Professional Development Branch which offers extra training and supplementary courses for teachers already holding a basic teaching certificate.



Joseph Lemieux

Ministry to open satellite driver examination centres.

Two such centres were operated in Toronto for two months this summer — one in an east-end church parking lot, the other in a west-end shopping plaza. Each consisted of a Ministry car where applicants reported to their driving test. Test appointments, however, were still booked through the regular driver examination centre.

Keith Greer, a Ministry driver examiner who worked in one of the centres, reported the experi-

Headlight use required during inclement weather

The Ministry of Transportation and Communications reminds motorists they are required to turn on their headlights during unfavorable weather conditions.

Under The Highway Traffic Act, motorists must turn their vehicle lights on when visibility prevents clearly seeing persons or vehicles at a distance of 500 feet or less.

"Driving with your lights on is a safe driving practice anytime, but especially during adverse fall weather conditions when rain, fog and snow result in reduced visibility, as well as wet, slippery roads," a Ministry spokesman said. "Motorists must remember to drive accordingly."

Driving with one headlight or with improperly aimed lights is also illegal. Keep headlights clean and replace burned-out units immediately.

And remember, on wet, icy roads, a motor vehicle cannot stop as quickly as on dry road surfaces.

Take the following precautions: Slow down; keep farther back from the vehicle ahead; use tire chains if necessary, and avoid all sudden driving acts — steering, braking, accelerating, or shifting to lower gears before vehicle speed is reduced.

Coming Events

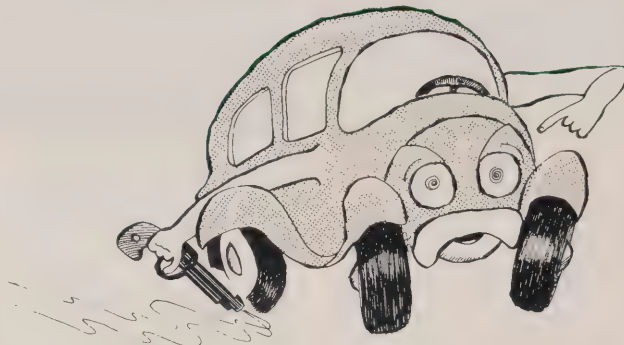
November 13-14 — Ontario Traffic Conference Safety Officers Workshop, Seaway Motel, Toronto.

November 17-18 — Advanced Techniques Fleet Safety Management Course, Ontario Safety League.

November 9-13 — Canadian Urban Transit Association Fall meeting, Holiday Inn, London.

December 1-5 — Safe Driving Week.

Sounds Death Knell



"WHO ME?"

The automobile has killed 25 million people since it was first invented, a toll exceeding by 1.5 million all the deaths in wars in this century. A *Reuter's* report from Paris says the figure was cited at a conference of highway experts from 12 countries meeting to discuss the latest improvements in highway safety.

Letter to the editor

Dear sir:

Many causes for motor vehicle accidents have been discussed and most of them based on statistics.

There is one possible cause that I have never heard mentioned, and that is the driver who smokes cigarettes while driving.

A driver who has suddenly had the misfortune to have a cigarette ashes fall on his lap, may momentarily concentrate on the hot ashes. This momentary diversion could well cause a driver to lose control of his vehicle.

I have often wondered how many head-on collisions caused by a vehicle suddenly veering into on-coming traffic, actually may have been caused by cigarette ashes.

Another danger exists when drivers smoke. When a driver reaches for an ash-tray almost in every case the vehicle will wander toward the right. I have seen situations of this nature where the right wheels actually dropped off the edge of the pavement. At high speeds this could be disastrous.

We hear a lot about cigarettes being a killer by causing cancer. One wonders if cigarettes may not be a bigger killer on our highways by causing drivers to lose control of their vehicles.

Yours truly,
L. Walford
Copper Cliff

ontario traffic safety

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Hon. James Snow, Minister.
H. F. Gilbert, Deputy Minister.

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ontario traffic safety

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New Minister demonstrates concern for highway traffic safety problems

James Snow, Ontario's new Minister of Transportation and Communications, brings to the Ministry a successful background in both business and farming. But, what is more important—least, as far as traffic safety is concerned—is his ability to make things happen; to produce. This unique personal trait has already resulted in new legislation aimed at reducing the high number of deaths and injuries on Ontario highways. Within days after Mr. Snow moved into his new office at Queen's Park, the government introduced legislation making the wearing of seat belts mandatory in the province. At the same time, an amendment to the regulations of The Highway Traffic Act was tabled in the Legislature lowering highway speed limits. With the high fatality rate on provincial streets and highways, traffic safety experts will

dispute the wisdom of the new legislation.

In 1974, for example, 1,748 people died and 98,673 were injured in various traffic collisions on Ontario highways, roads and city streets. A total of 204,271 collisions were reported.

"As far as I am concerned, the yearly slaughter of people on Ontario roads must be stopped," Mr. Snow said. "Ministry researchers predict that nearly one million people will be killed or injured in traffic accidents in Ontario over the next ten years.

"We would be neglecting our responsibility to the public if we ignored these figures and failed to take action to ensure the safety of motorists in this province."

Mr. Snow said he had reviewed all the evidence and was convinced increased use of seat belts was at least one way of reducing the high accident death toll.

"After reviewing all the evidence, one cannot help but con-

clude that seat belts do save lives and prevent injuries," the Minister said.

"It seems ridiculous that people are being killed and maimed simply because they do not take advantage of the safety equipment installed in their cars — safety equipment they have already paid for."

The installation of seat belts in passenger cars has been mandatory under the Motor Vehicle Safety Act of Canada since 1971.

The Minister added the new seat belt legislation and lower speed limits should also help in reducing the tremendous financial burden on the public resulting from highway accidents.

"Currently, medical treatment for injured motorists is estimated at \$90-million annually in direct OHIP charges alone," Mr. Snow said. "Hopefully, these costs will be reduced through increased seat belt usage resulting from the new law."

This kind of determination and positive approach to problems is no doubt responsible for Jim Snow's success in business and farming, not to mention, of course, his rise to prominence in the Ontario government.

Mr. Snow, Member of the Provincial Legislature for Oakville, was born on his father's dairy farm in Esquesing Township, near Milton, in 1929.

After completing his formal education, Jim Snow left school to help operate the family farm. However, the farm did not provide year-round employment, so he worked at other jobs during the winter months, usually with his uncle, an Oakville building contractor.

It was this experience that eventually led Jim Snow into the construction business. In 1948, just 19 years old, he started his own construction company.

"I started in the construction business on spec, really — build-

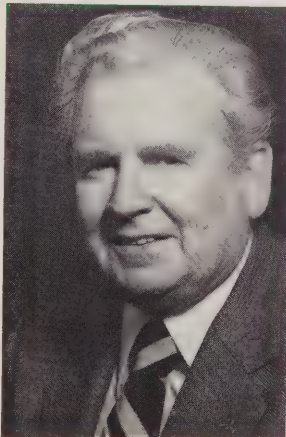


The Honourable James Snow,
Minister of Transportation
and Communications.

Arthur Evans appointed Parliamentary Secretary

David Arthur Evans, M.P.P. for Simcoe-Centre, has been appointed Parliamentary Assistant to the Minister of Transportation and Communications Minister James Snow. Prior to his new appointment, Mr. Evans served as Parliamentary Assistant to Minister of Energy Dennis Timbrell.

A member of the Ontario Legislature since 1960, Mr. Evans was appointed vice-chairman of Ontario Hydro by Premier William Davis in 1971 and in 1974 became a director. Born in Beeton, Ontario, in 1915, Mr. Evans served as Reeve of Bradford from 1953 to 1959. He became the first Mayor of Bradford when it gained town status in 1960.



ing a house, selling it, then building another," Mr. Snow said. "By the time I was 21, I had built about 35 houses."

In 1951, he branched out in general contracting, bidding on commercial contracts.

By the end of the decade, his firm was building churches, schools, office buildings and factories, eventually expanding to include watermain and sewage construction, sewage pumping

(Continued on page 6)

Airborne traffic reporter helps commuters get home

By C. Carroll

"Good afternoon. This is Henry Shannon reporting to you from the CFRB Twin Commanche. Well, if you're heading west on the Queen Elizabeth Way, you're in for a long, slow trip home. If possible, use alternate routes..."

Commuters in any of Ontario's large urban centres where rush-hour traffic reports are available, should pay close attention to high-flying traffic safety experts like Henry Shannon. In all probability, they will get you to work on time or home safely for the evening meal.

I can vouch for the accuracy of the reports broadcast by these airborne men and women who bring you up-to-the-minute traffic conditions.

I recently flew over Metropolitan Toronto with Henry Shannon aboard radio station CFRB's twin-engine aircraft during the late afternoon rush hour.

We left the Skyport, just west of Toronto International Airport, about four o'clock. It was a bright, sunny, late October afternoon. The roads were dry and I expected to witness a routine, accident-free, evening rush-hour broadcast. I was mistaken.

We flew southeast toward the downtown core of the city, cruising at 140 knots, more than 1000 feet above ground. To give you an idea of our height, we were slightly above the restaurant level on the CN Tower.

We circled the spire to look at the downtown streets. Yonge Street, Avenue Road, Bayview and the Don Valley Parkway stretched below, like ribbons cutting through the heart of the city. Although the rush hour was just beginning, the streets were already lined with cars.

Making his report as we flew north. Mr. Shannon carefully watched the roads beneath us. As we approached the top of the Parkway where it meets Highway 401, he told me he had just received word of a tie-up on the Queen Elizabeth Way, west of the city.

"A tractor trailer has jackknifed and is blocking the highway near Oakville," he said. "Apparently, it's quite a mess. We're going to have a look at it now."

Ten minutes later, we were circling over the accident on the QEW just east of Trafalgar Road in Oakville. Below us, we could see the overturned trailer. It was blocking three of the four west-bound lanes. Traffic was backed



CFRB's man in the air, Henry Shannon, poses for a picture beside the radio station's Twin Commanche before taking off for his late afternoon rush-hour traffic broadcast.

up to Southdown Road in Mississauga, a distance of more than five miles.

Mr. Shannon made his report, noting the Ontario Provincial Police had closed the freeway and were detouring traffic along other routes.

As we turned eastward again to check conditions on the Gardiner Expressway, another major Toronto thoroughfare, Mr. Shannon advised motorists to avoid the QEW and use Highway 5 or Lakeshore Boulevard.

"It's the worst traffic tie-up I've seen on the Queen Elizabeth Way in six or seven months," he told motorists.

We returned to Oakville later to report developments. The truck had been moved to the side of the highway and traffic in the area was beginning to move slowly. But, it was moving.

I noticed the volume of traffic had increased along Highway 5 and other streets, even along the west-bound lanes of Highway 401, well north of the QEW. It appeared to me that motorists had indeed taken Mr. Shannon's advice.

Mr. Shannon said it was difficult to determine if he had influenced the motorists. He was sure, however, they listened to his broadcast, as well as those of other traffic reporters in the air.

"During our summer weekend reports when major routes into the city are busy with motorists heading home from the cottage, I have often asked them to turn on their lights," he said. "You would be amazed to see the headlights come on. It's like pulling a switch."

Between May 24th and Thanksgiving, Henry Shannon flies north on Sunday evenings as far as MacTier, then swings south through Muskoka, report-

ing traffic conditions on Highways 27, 400 and 11. CFRB also leases a second aircraft to broadcast traffic news in the Kewarths.

Motorists appear to be very cooperative. For example, a tip on the overturned trailer near Oakville was phoned in to CFRB's newsroom, possibly by a passing motorist, Mr. Shannon said. The newsroom, in turn, informed the airborne reporter. Within minutes, the news of the traffic problem was verified and relayed to thousands of motorists.

Although most traffic problems are first noticed from the air, others come in from a variety of sources, including the newsroom, police and the Ontario Motor League. In fact, all these sources that provide information when Henry Shannon is grounded — a remarkably rare occurrence.

"The Twin Commanche is fully equipped to fly in all kinds of weather," he told me. "I guess we're only grounded because of poor flying conditions about 10 per cent of the time."

Reporting traffic conditions is very satisfying work for Henry Shannon. It also leaves him time to do some freelance broadcasting during the day, in addition to a Sunday afternoon radio show featuring military bands called "Men of Brass."

"I am often asked if I ever bored doing traffic reports," he said. "The answer is always no. I can't think of a job where I could help people more directly. It is very satisfying."

It was dark when we returned to the airport. But you could see traffic was moving quickly north on Keele and Jane Streets east and west on Highway 401.

The rush was over.



Brave B.C. father of two wins Dunlop Truck Hero award

Frank Preis, a 44-year-old father of two from Golden, B.C., has been named the 1975 Dunlop National Truck Hero.

Mr. Preis was awarded the Dunlop National Truck Hero Trophy for saving the life of Wayne Cole, age 20, of Tabor, Alberta. Mr. Preis pulled the young man from the wreckage of a pickup truck following a collision with his semi-trailer on a highway near Sicamous, B.C.

"When I saw the pickup heading for me on the wrong side of the road, I just laid on the horn," Mr. Preis said.

In a vain effort to avoid the head-on collision which followed, Mr. Preis swerved his truck dangerously close to the edge of the highway and a 200-foot drop.

Running to the pickup, Mr. Preis saw that a fire had erupted under the hood. There was no movement from the three occupants. Fearing that a 45-gallon auxiliary gas tank in the rear of the pickup would explode, Mr.

Preis attempted to put out the fire with an extinguisher.

Suddenly, he heard Mr. Cole call for help. Mr. Preis pulled him through the pickup's small rear window — the only means of escape — just seconds before the truck burst into flames. The other two occupants perished.

German-born Frank Preis, now a Canadian citizen, has lived in British Columbia since he came to Canada in 1953. He is married with two daughters.

In addition to the trophy, Mr. Preis received a cash award of \$1,000, an engraved Rolex Tudor Prince Oysterdate watch, and a VIP weekend for two in Toronto.

A truck hero can be any professional truck driver who performs an act of bravery beyond the call of duty.

A reward of \$200 goes to Lloyd Vedres of Calgary, who nominated Mr. Preis for the award.



Frank Preis (above) of Golden, B.C., has been named the 1975 Dunlop National Truck Hero. The photograph below shows the wreckage of a pickup truck (at right) after it collided with the semi-trailer (at left) driven by Mr. Preis. He received the award for pulling a young man from the pickup, just seconds before it burst into flames.

New 1976 licence plate stickers now on sale at issuing offices



The 1976 licence renewal stickers for passenger cars and trailers are on sale now at any of the 26 licence issuing offices throughout the province.

The 1976 validation stickers for passenger cars are blue in colour; those for trailers are red. The fees remain the same at \$23 for a 4-cylinder car; \$32 for 6-cylinders; \$40 for an 8-cylinder

car; and \$5 for trailers.

The deadline for having the 1976 stickers attached to passenger vehicle plates is February 28, 1976; for trailer plates March 31, 1976.

Simplified renewal application forms containing an insurance declaration will be available again this year at all provincial L.C.B.O. retail outlets, as well as licence issuing offices.



Inclement weather conditions pose special pedestrian problems

With inclement weather and longer hours of darkness, the winter months create special problems for pedestrians, particularly on busy city streets.

On way to survive is to exercise a little precaution.

Don't jaywalk. Use pedestrian crossovers.

At a crosswalk, a good safety precaution is to always notify motorists of your intention to cross the street. Be sure to point your way to safety. Never leave the curb until the first cars on your side of the roadway have stopped.

Keep pointing while crossing the road and when you reach the centre of the street, make sure the drivers on the second half of the roadway have seen you and can stop.

Figures released by the Ministry of Transportation and Communications reveal that 1974 pedestrian fatalities were down more than 12 per cent over the previous year.

The figures also reveal that 305 pedestrians were killed and 7,444 were injured while walking on provincial streets and highways. This compares with 346 deaths and 7,603 injuries the previous year.

A Ministry spokesman said the government was encouraged by the decline in the pedestrian fatality and injury rate.

"It would appear that motorists and pedestrians alike are using a little more caution on our streets and highways," he said. "We hope this trend continues."



Under new government regulations, all snowmobiles operated in Ontario must carry a registration number. In addition, all snowmobiles operated off the owner's land require a permit. In the above photograph, a snowmobiler attaches the registration number to the cowl of his machine. The permit sticker is shown between the registration number and rear of the cowl.

Some snowmobiling safety tips

In the last 25 years, snowmobiling has become an increasingly popular form of winter sport. This winter, more than 215,000 Ontario snowmobile owners will haul their machines from storage and head for the winter woods.

If you're one of these snowmobile fans, enjoy yourself. But remember, safety pays. Before every trip, make sure you are well prepared. Check your machine to ensure it's in good working condition. Your life may depend on it.

Here are some helpful snowmobiling tips:

- Check the steering mechanism. Turn the handlebars and take a look at its anchors. They should be free of ice and snow accumulation.
- Check the condition and tension of the motor drive belt. Change it when necessary.
- Always check the emergency switch, the front headlamps and tail lights, the battery solution level, and for free movement of the throttle and brake levers.
- When you're checking the spark plugs or estimating the tank's fuel level, don't use matches or a lighter. And never add fuel when the motor's on.
- Better take along: A first aid kit, a tool kit, an extra ignition key, a drive belt, and spark plugs. On excursions include a compass, trail maps, flashlight, hunting knife, hatchet, fuel reserves and matches in a waterproof box.
- Also, carefully read the driver's manual supplied with your vehicle by the dealer. Keep it in your machine at all times.
- Driving a snowmobile calls for attention to what you're doing, and a complete command of your reflexes. You should adopt the driving position giving

you the most comfort and security for the terrain you're driving on.

- If you're a beginner, try out on open terrain until you can handle three basic positions: Seated, kneeling and standing. You must also learn how to control your balance on turns by using your weight to control your movements and by leaning in the direction you wish to turn.
- Driving on level terrain, sit or kneel with both knees on the seat.
- On uneven or bumpy ground, it's a good idea to stand on the running board with knees slightly bent.
- On hardpacked snow or ice, reduce your speed because turns are difficult to make and you need greater distances.
- When the snowmobile is trapped in deep snow *never* pull it from the front without first turning off the motor. Free the skis by lifting the front end out of the snow, then lift the rear of the machine onto undisturbed snow. Start the motor. Stand alongside and push on the handlebars while working the throttle gently.

Permits, registration required under new snow vehicle rules

With winter upon us, the thoughts of many Ontario residents turn to those free-wheeling weekend outings built around the family snowmobile.

Well, before you roar off among the snow drifts, be sure you are complying with new provincial government snowmobile regulations introduced by the Ministry of Transportation and Communications this year.

Under the new legislation, Ontario snowmobile owners will have to register their vehicles with the Ministry at the nearest licence issuing office, regardless of whether the vehicles have been registered before.

And, the new regulations require every dealer who sells a snowmobile to register it on behalf of the owner within six days.

In addition, all snowmobiles operated off the owner's land require a permit, costing \$10 annually.

A Ministry spokesman explained what is required of snowmobile owners under the changes to the Motorized Snow Vehicles Act.

"Every snowmobile owner will receive a registration certificate with a number at the top right-hand side of the form," the spokesman said.

"This registration number must be painted on or attached to (for example by using numbers purchased at a hardware or department store) both sides of the snowmobile cowl. The

numbers must not be less than two inches or more than three inches high, and the stroke width must not be less than one-quarter inch nor more than one-half inch."

When a permit is purchased by those who need it, they will receive two red permit stickers and two white adhesive patches.

"The red permit stickers, when mounted in the centre of each background patches, must be attached to both sides of the snowmobile, between the registration number and the rear of the cowl," the spokesman said.

Ontario snowmobilers should also remember that a number of regulations governing motorized snow vehicles have been introduced during the last few years.

For example, snowmobiles must be insured and an approved helmet must be worn if the vehicle is driven on a highway or public trail.

Also, an owner is responsible if damages or injury occur, even when someone else is using the snowmobile.

Trespassing, knowingly or unknowingly, on your snowmobile is an offence — one that could lighten your pockets with a fine of up to \$500.

And, if you're a land owner bugged by snowmobile trespassers, don't dig a moat or set booby traps to stop them. If they're injured, even when trespassing on your property, you are responsible.

Stop trespassing snowmobilers and warn them, or get their registration number and report them to the authorities.

"Snowmobilers should be fully aware of all new regulations under the Motorized Snow Vehicles Act," the Ministry spokesman said. "The rules are designed to help reduce the number of deaths and injuries resulting from snowmobile collisions in the province."

During the 1974-75 winter season, 38 people died in snowmobile accidents in Ontario on provincial highways and off the roads.

The main facts you should know are contained in a folder, "Guide to Motorized Snow Vehicle Operations in Ontario," available free from your local licensing office, or by contacting the Public and Safety Information Branch, Ministry of Transportation and Communications, 1201 Wilson Ave., Downsview, Ontario, M3M 1J8.

A Guide to

Motorized Snow Vehicle Operations

in Ontario

Motorists face winter weather challenge



Although the number of people killed on Ontario highways dropped by 10.8 per cent in 1974, far too many motorists are still being needlessly killed and injured during the winter months.

Last year, for example, 599 motorists were killed and 37,653 were injured in collisions on provincial roads during the months of January, February, March, November and December.

Many of these tragedies could have been prevented if motorists had simply taken a few precautions and adjusted their driving habits to suit winter road conditions. Here are some winter driving tips that will help drivers survive winter highways.

Make sure you can see and be seen. Cleaning a peephole just good enough to see through the windshield won't do. Use an ice scraper and snow brush to clean the entire windshield, as well as the side and rear windows.

Replace worn out wipers and top your windshield reservoir filled with the recommended anti-freeze solution. Don't use water. It will freeze.

Drive with your headlights on

when visibility is poor. And remember to keep them clean. Dirty lenses can reduce illumination by 25 per cent.

The type and condition of your tires is critical for safe winter driving. Regular tires should have enough tread to get a good bite on snow and ice. Snow tires provide good traction, but they should be of the same size and construction as the front tires.

Keep your tires inflated at the

recommended tire pressure. Letting the air out of your tires only results in increased tire wear, not better traction. If you need extra traction use snow tires or chains.

Adjust your driving habits to suit winter conditions. Avoid a sliding crash into the car ahead by increasing your stopping distance. Make turns, speed changes and lane changes slowly to avoid bad skids on ice and snow.

Never jam on your brakes when the surface is slippery. You'll only lock your wheels and go into a skid. If this happens, take your foot off the gas and steer in the direction the rear of the car is skidding. As soon as the car begins to straighten out, straighten out your front wheels.

Stopping your car on winter roads is much more difficult than on dry pavement. Anticipate stops and slow gradually. Pumping the brakes with rapid jabs allows you to keep the wheels rolling while retaining steering control.

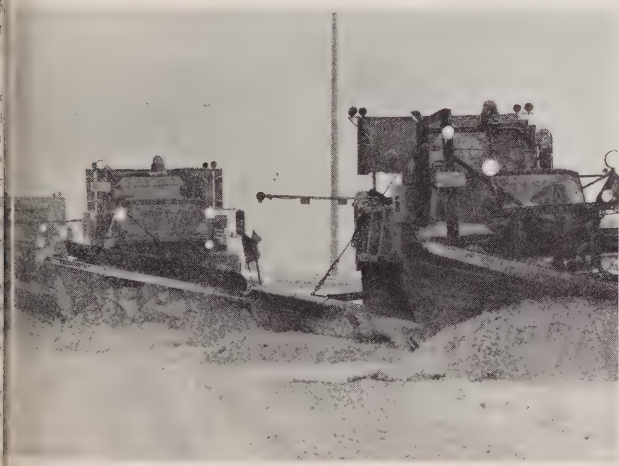
To get your car rolling, start gently, letting the tires bite into the snow. Spinning only makes

things slicker and your wheels dig in deeper. If stuck in snow, you may be able to get out by rocking the car back and forth. But check the owner's manual for warnings on rocking. If you have a standard transmission, start off in second gear. This sends less power to the wheels, thus less spin.

Be careful at intersections. Heavy traffic packs snow down at corners and spinning wheels polish the ice.

Remember, some sections of the roadway can be icy when other surfaces are dry — underpasses and rock cuts (because of shading) and bridges (because of cold air beneath) tend to reduce thawing. If you hit an unexpected ice patch, ease up on the gas, hold the wheel steady and roll through.

Sometimes on rainy or slushy roads a wedge of water builds up between the tire and the road surface. Known as hydroplaning, it can cause loss of traction and steering control. To prevent hydroplaning accidents, slow down, and watch out for standing water.



Even driving during the winter months, be alert for flashing blue lights of slow-moving vehicles clearing snow from Ontario highways. Watch for snow plows carrying a wing, often extending as much as 12 feet to the right of the vehicle. On freeways, snow plows may travel in tandem with as many as four plows following one another. Do not try to pass between them. There is not enough room to do so safely and a bridge of wet snow can throw your vehicle out of control.

Winter Driving Kit

1. Jumper cables: Follow owner's manual instructions and be sure to connect the positive to positive and negative to negative when trying to start another vehicle.
2. Snow shovel: Pack this useful item in the trunk along with a bag of sand, snow treads or tire chains.
3. Windshield cover: This will protect your windshield from ice, sleet and snow.
4. Ice scraper and brush: The plastic scraper won't scratch the glass and the brush can be used for clearing snow off your car.
5. De-icer: Spraying this on the outside of the windshield will soften ice and make its removal easier.
6. Anti-fog cloth: This will help prevent formation of mist on the inside of the windshield in cold or humid winter weather.
7. Graphite spray: This is useful for preventing door-lock freezing and as a lubricant.
8. Flashlight: You never have one when you need it. Keep one in the car.

Students on their own on Randell's driving range

If driver educator Phil Randell had his way, every secondary school in the province would be fully equipped with a school driving range.

Not the golfer's variety, mind you. But a sophisticated paved track designed to develop safe driving habits among school students learning to drive an automobile for the first time.

Mr. Randell designed the driving course several years ago at Don Head Secondary School in Richmond Hill. And it has been very successful.

Indeed, traffic safety experts from across Canada, the United States, as well as visitors from Great Britain and France, have come to the school to see Randell's range in operation.

"I don't think I've had six or eight students fail their driver examination test in the past four years," Mr. Randell said. "As a matter of fact, I will be taking three students out for their test soon and they will all pass. I know it."

Mr. Randell attributes his success to the school's overall driver education program. Yet he obviously believes the driving range plays an important part in preparing students for their road test.

At Don Head, the driver education course consists of in-class instruction, work on driving simulators, the driving range and the required six-hour, in-car driving experience on public roads.

According to Mr. Randell, the range is important because it exposes students to almost every possible driving situation they will encounter on the highways under safe, controlled driving conditions.

"The students learn how to handle an automobile well before they graduate to the in-car phase on the streets," Mr. Randell said.

"You know yourself, trying to teach students parallel parking, left turns or proper passing procedures on busy city streets can be very dangerous, especially with new, inexperienced drivers."

Randell's range also teaches students self reliance. Although there are other students in the car with the driver, the student is on his own, unable to depend on the instructor to prepare him for every move.

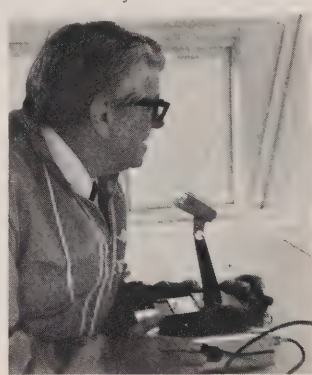
"When an instructor gets into the car with a new driver, the student will rely on the instructor to tell him what to do," Mr.

Randell explained. "On the range, they are on their own right from the first day. Under these conditions, they have to learn."

But the students are not really alone. Mr. Randell sits in an observation tower watching them manoeuvre on the track. He is in constant contact with every student driver through a radio network. He tells the students what they are doing wrong and how to correct the situation.

Permitting student drivers to be alone in a car could conceivably result in some dangerous situations. But not under Mr. Randell's control. Any student who acts up on the range, or in any phase of the driver education program for that matter, is automatically out of the class.

"If there is any sign of danger; if the student does anything deliberate and silly on the range, such as squealing tires, they are automatically dismissed. And



Phil Randell

they are not allowed back onto the course," Mr. Randell said. "You have to let the students know exactly what you want from them. And what I want is co-operation."

Backed up by stiff rules, including a 15-m.p.h. speed limit, Mr. Randell finds most students co-operate and benefit from the range. And it appears to be working. So far, there have been no accidents on Randell's range.

Although the students spend the required six-hours on public roads, Mr. Randell says most of them are ready to take their test after just three.

However, he doesn't recommend reducing the time period because most new drivers "need all the experience they can get."

Another important benefit resulting from the driving range concept is that it allows one instructor to teach an entire class.



Driver education students at Don Head Secondary School in Richmond Hill develop good driving habits under safe, controlled driving conditions on the school's driving range. Teacher Phil Randell says the range allows students to become familiar with an automobile before being allowed on city streets.

Minister concerned (Continued from page 1)

stations and even a few small bridges and culverts.

During this period, the Snow family had been living in Oakville, moving there after the family farm was sold in 1949.

But, Jim Snow missed the farm. In 1959, he and his wife, Barbara, bought another farm in Hornby, where they now live with their four children: Jamie, 18; Julie, 16; Jeff, 14; and nine-year-old Jennifer.

"We didn't really buy the farm with the idea of going back into farming," he said. "But, since the construction business was a little slack in the early 60s, we began raising cattle. Before we were through, we had about 600 head of beef cattle."

Despite his success in the construction business, as well as in farming, Jim Snow was not entirely satisfied. He had been nurturing a desire to enter politics. He considered running in 1963, but his business activities prevented him from seeking election.

In 1967, however, he plunged into the fray, campaigning early in the year for nomination as the Progressive Conservative Party candidate, then for the provincial seat.

Needless to say, he won. Since then, he has concentrated his

efforts in government, the farm and construction business disappearing into history. Like previous ventures, his career as a politician has been successful.

Since entering The House, Mr. Snow has served as a member of the select committee on taxation, appearing in history. Like previous ventures, his career as a politician has been successful.

In January, 1969, he was appointed by then Premier Robert Harris to the Board of Directors of the Ontario Housing Corporation and the Student Housing Corporation.

In March, 1971, Mr. Snow joined Premier William Davis's new cabinet as Minister with Portfolio.

He was appointed Minister of Public Works in 1972 and, since the enabling legislation was passed, became Ontario's Minister of Government Services. Shortly thereafter, Mr. Snow was named vice-chairman to Management Board of Cabinet.

On October 7, 1975, Mr. Snow was appointed Minister of Transportation and Communications, succeeding The Honourable Jim R. Rhodes, who now is the Ontario Minister of Housing.

Drive Defensively

In heavy traffic, a defensive driver always keeps in his own lane. Weaving from lane to lane under such conditions is both dangerous and discourteous. If the vehicle you are passing speeds up, don't race. Turn back into line.

Drinking and driving . . . not so hot if you're caught!

By Robin Burgess

Four police officers in fluorescent vests wave passing cars to the side of the road.

Oh, oh! It's a police spot check.

One officer checks the driver's licence and insurance, then makes a quick mechanical check of the car. Everything seems to be okay. Now, the important question: Have you had anything to drink, sir?"

Suddenly the taste of those few drinks doesn't seem so good after all.

If you're a driver who thinks police spot checks are something that only happen once a year, the Christmas season you may be in for a shock.

For police, the fight to get the drinking driver off the road before he harms himself or others is a continuous one, said Inspector Frederick Wootton, head of the Community Services Bureau at the Metropolitan Toronto Police.

the nearest police station for a breathalyzer test.

If he is alone and has no one nearby he can call to come and take charge of his car, it will be towed away and locked up in the police pound for safekeeping.

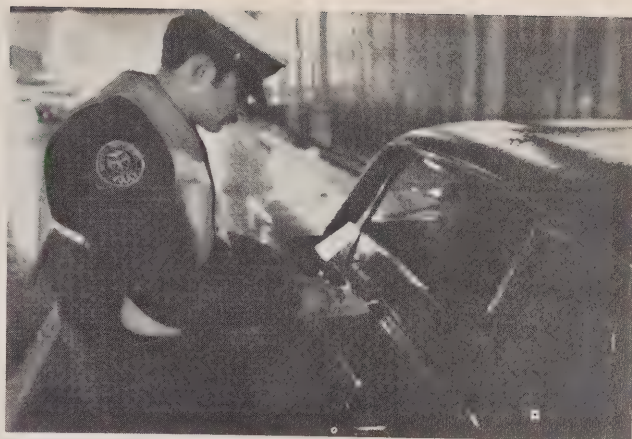
The driver will, of course, have to pay towing and storage charges for his car.

At the station, the driver is interviewed by the sergeant in charge and given a breathalyzer test.

According to Superintendent Jack Marks, head of the Metropolitan Toronto Police field support services, in the vast majority of cases the breathalyzer test merely serves to confirm the observations of the policeman on the street.

"They're pretty astute, these fellows. They've had a lot of experience in picking out the impaired drivers," said Marks.

If the breathalyzer test shows the driver to have a blood alcohol concentration of over .08 he



In Metropolitan Toronto, the fight to get drinking drivers and mechanically unfit motor vehicles off the road is a continuous one, but especially during the Christmas-New Year's festive season.

home to go to a police officer will even call a cab to take him home, said Wootton — but at the driver's expense.

A trial for a drinking-driving offence usually involves three court appearances.

If a driver is found guilty of driving while his ability is impaired, he or she is subject to a fine of not more than \$500 or less than \$50 or jail for three months or both.

Penalty for a second offence is a jail term of not more than three months and not less than 14 days.

All subsequent offences carry a penalty of imprisonment for not more than one year but not less than three months.

The driver who refuses to take a breathalyzer test is liable to a fine of not more than \$1,000 or less than \$50 or jail for not more than six months or both.

Equally important, a conviction means the driver will have a criminal record.

The costs continue to mount. Every person convicted of a drinking-driving offence loses his licence for at least three months, and in the case of a second offence for six months. This penalty is at best an inconvenience and at worst a serious financial hardship for someone whose livelihood depends on a driver's licence.

The driver must also pay court costs. At the same time his insurance costs will climb steeply.

Yet, despite the costs involved, drinking-driving remains the number one crime in the province.

"Like most of our crimes today, it's on the increase," said Superintendent Marks. He could have added — with serious consequences.

In 1973, 12.7 per cent of all drivers involved in fatal colli-

sions on Ontario roads were categorized by the investigating officer as "ability impaired by alcohol". In 1974 that percentage climbed to 13.9 per cent.

Yet, ironically, the average driver is only too aware of the costs of drinking and driving. Anti-drinking-driving campaigns by government, police and safety groups have made sure of that.

The problem is — most people just don't think the facts and figures they hear apply to them, said Marks.

"I think most people are pretty aware. I think many people just don't realize they're that drunk. Then there's the guy who actually thinks he drives better after a few drinks. The truth of the matter is, there is nobody who drives better after he's had a few drinks."

Road safety advice available in free IBC booklet

The Insurance Bureau of Canada has published a free booklet on traffic safety entitled *Nine Ways to Reduce Economic Loss of Car Crashes and Save Lives*.

The 24-page booklet offers advice on what government and individuals can do to help lessen the annual loss of lives and money.

"Canada's traffic toll is a national disaster," the bureau says. "Each year, more than 5,000 people are killed, 200,000 are injured and \$1 billion worth of property is damaged."

To obtain your free copy of the booklet, write to: Insurance Bureau of Canada, 170 University Avenue, Suite 200, Toronto, Ontario, M5H 3B3.



If you're planning to have a drink or two over the holiday season, think ahead so you won't have to drive home. Take a taxi, public transportation, or walk if it's not too far.

"We carry out spot checks 365 days of the year," he said.

No matter what the season, the driver "nailed" in a police spot check finds out to his or her regret that those last few drinks could prove very costly.

During a spot check the investigating officer observes the manner of the driver carefully. If he driver slurs his words, stumbles as he gets out his wallet or seems confused and disoriented, the officer will probably take him in a patrol car to

is charged and released on a notice to appear in court.

The chances of a drinking driver being locked up for the night are low, said Inspector Wootton, a veteran of 30 years in the Traffic Division.

"The old days of putting them behind the pipes are over," he said.

"If he can get someone to transport him home and put him to bed, well and good."

If the driver can't raise a sympathetic friend but does have a



A knowledgeable group of traffic safety experts at the Canada Safety Council's conference in Vancouver discuss the hazards facing operators of two-wheeled vehicles. From left, Mr. C. Ernest Pass of the Nova Scotia Department of Highways, Mr. Bob Novikoff, General Manager of the Alberta Safety Council, Stuart Munro of Transport Canada in Ottawa, and Mr. N. Hill of the China Creek Cycle Track in Vancouver.

Winter road reports

The Ministry of Transportation and Communications' 24-hour winter road reporting service went into operation Nov. 3rd. Motorists wanting the latest information on highway and weather conditions from across the province need only call one of the numbers listed below:

Bancroft 332-3220
Burlington 637-5625
Chatham 354-1400
Cochrane 272-4333
Hamilton 527-9131
Huntsville 789-2391
Kenora 468-6494
Kingston 544-2220
London 681-1441
New Liskeard 647-6761

North Bay 474-0044
Ottawa 745-7049
Owen Sound 376-7350
Port Hope 885-6381
Sault Ste. Marie 256-5682
Stratford 271-3550
Sudbury 522-9380
Thunder Bay 577-6451
Toronto 248-3561.

New board chairman elected at CSC annual conference

Peter B. Mason, President of B. F. Goodrich Canada Limited of Kitchener, has been elected the new Chairman of the Board of The Canada Safety Council.

Mr. Mason succeeds retiring Chairman, Major-General Bruce J. Legge of Toronto. Mr. Mason was elected at the Canada Safety Council's 7th annual conference held this year in Vancouver.

A number of topics were discussed at the conference, including drinking and driving problems in Canada, mopeds, and mandatory seat belt legislation.

During a discussion on drinking drivers, Mr. P. J. Farmer, Executive Director of the Council, said Canadian laws should be amended to give police greater enforcement powers, particularly to carry out roadside screening tests.

He said jail sentences should be applied more frequently; that there should be stiffer penalties for driving with a suspended licence; and that the courts should be given the authority to order medical examinations.

Mr. Farmer also called for the reduction of the legal limit for blood alcohol content to .05 per cent from .08.

Mr. R. D. Novikoff, General Manager of the Alberta Safety Council, told delegates that motorized bicycles should be classified as motorcycles.



Peter B. Mason,
Chairman of the Board,
Canada Safety Council.

"Mopeds may not have the power of a motorcycle, but the basic operation is similar," he said. "It is a motorized two-wheeled vehicle. The operator is just as vulnerable as the operator of a motorcycle. The same hazards exist at the intersection and in heavy road traffic."

Conference delegates also voted overwhelmingly in favour of mandatory seat belt legislation.

The vote followed a debate between Superintendent Roy Heywood of the Surrey RCMP detachment, and Terry Coughlin, Ontario leader of the Libertarian Party of Canada.

ontario traffic safety

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Hon. James Snow, Minister.
H. F. Gilbert, Deputy Minister.

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New mandatory seat belt law explained



Ontario's new mandatory seat belt law, requiring compulsory seat belt use in all motor vehicles driven on provincial roads, applies to all motorists, including out-of-province visitors. This sign on the Queen Elizabeth Way near Niagara Falls is one of many signs posted at all Ontario border crossings advising motorists to buckle up.

Negligence test case likely, insurance executives predict

by Robin Burgess

Disobeying Ontario's new seat belt law could cost you more than the price of a fine.

It could mean a lower accident claim award if you're injured in a car accident, according to some Ontario insurance experts.

"The amount of damages awarded is at the discretion of the judge and the judge may well find that the failure to wear the seat belt somehow contributed to the man's own injuries," said Murray Thompson, Superintendent of Insurance for Ontario.

In settling accident claims under the tort law which applies in Ontario, the court determines the negligence of either or both parties in an accident and assesses damages accordingly.

That means the judge may reduce the damage award if the defendant in an accident case cannot prove the accident victim

contributed to his own injuries through his own negligence.

Joe Barrows, Insurance Counsel in the Office of the Superintendent of Insurance, said the seatbelt law may make it easier for a defense lawyer to convince a court that the injured party didn't do everything in his power to minimize damages to himself because he failed to use his seat belt.

"Until recently (the defense lawyer) could have said: 'Well, for a certain number of years all auto manufacturers have been putting seatbelts in cars. They're not required by law to do it, but there's a good argument that this is a recognized safety measure and the man should take advantage of it.' Now that argument is strengthened even more by the fact that wearing seatbelts is required by law."

(Continued on page 6)

"... every person who (drives or) is a passenger on a highway in a motor vehicle in which a seat belt assembly is provided for the seating position occupied . . . shall wear the complete seat belt assembly in a properly adjusted and securely fastened manner."

The Highway Traffic Act of Ontario

As every motorist in the province knows — or at least should know — Ontario's new mandatory seat belt law came into effect New Year's Day.

But judging from the requests for information received at the Ministry of Transportation and Communications, many motorists are still in the dark about what is specifically required under the new law.

The general rule is that all drivers and passengers must fasten their seat belts in all motor vehicles driven on streets and highways in the province.

Specifically, this means motorists must wear the complete seat assembly that is provided by the manufacturer.

Those failing to buckle up may be charged under The Highway Traffic Act of Ontario, and are liable to a fine of not less than \$20 and not more than \$100, plus court costs.

Under the new legislation, drivers are not responsible for other adult passengers. But, they can be charged for failing to ensure passengers from age five up to age 16 wear seat belts. Such juvenile passengers cannot be fined.

The new seat belt law does not affect children under five years of age or those weighing less than 50 pounds.

However, it is recommended that motorists protect small infants and children by putting them in approved child restraints.

There are some exceptions to the general rule. Obviously, a law requiring the compulsory use of seat belts in motor vehicles cannot apply to all motorists in all driving situations.

Therefore, the Ontario government has provided exemptions for motorists who cannot buckle

up through no fault of their own or because of unusual circumstances.

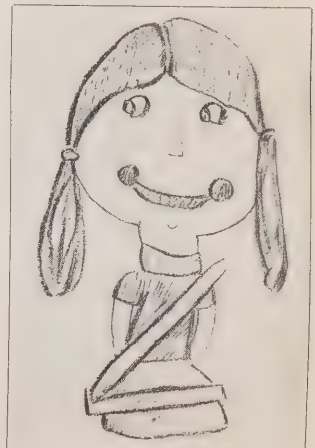
Under the provincial seat belt law, motorists are required to fasten both lap and shoulder belts when the seating position occupied is equipped with such restraints.

However, many older motor vehicles currently being driven on Ontario roads are not fully equipped with complete or adequate seat belt assemblies.

This situation exists because there was no law requiring the mandatory installation of seat belts in motor vehicles until recently.

The Motor Vehicle Safety Act of Canada, the federal law requiring automobile manufactur-

(Continued on page 3)



A picture is worth a thousand words. This drawing by nine-year-old Maureen Gallivan of St. Philip's Separate School in Petrolia, "captures with a few simple lines . . . a message for all Ontario children," says Mrs. Sheila Rose, Maureen's teacher.

Hands off emission controls, Environment Ministry warns

Motorists who tamper with pollution control devices on motor vehicles will suffer financially when they try to trade in their cars, warns the Ontario Ministry of the Environment.

"It is an offence under The Environmental Protection Act to remove or inactivate pollution control devices, as well as to sell or operate a car in this condition," a Ministry spokesman said.

The spokesman said all new and used car dealers have been reminded of the law and are now carefully inspecting motor vehicles.

If the emission control devices are not in good working order, dealers are reducing the trade-in allowance to cover the cost of repairs.

A five-month Ministry survey of used car dealers in the province, conducted by the air resources branch, revealed that pollution control devices on 20 per cent of the vehicles tested had been removed, disconnected or inactivated by the owner.

"In most cases, the dealers were unaware the emission controls had been tampered with," said vehicle emission engineer Fred Taylor. "They received the cars in this condition."

Nearly 500 cars were inspected on 50 car lots in southern On-

tario, 28 in Toronto and 22 in other communities.

The emission control devices aid in more complete combustion of fuel, thus reducing the amount of harmful pollutants emitted to the air. Tampering with pollution control devices also upsets the operating balance of the car and reduces fuel economy.

The spokesman said attempts to render control systems partially or fully inoperative result as a rule in increases of some or all of the main pollutants.

A Ministry survey of 29 cars with air injection systems disconnected indicated that hydrocarbon emissions increased by an average of 110 per cent and carbon monoxide emissions increased by 140 per cent.

The spot check campaign is part of an extensive auto emission program carried out by the Ministry of the Environment since 1971, when control of air pollution from motor vehicles became a joint federal-provincial responsibility.

The federal government establishes emission standards for new vehicles and enforces them at the manufacturing level. The Ontario government is responsible for the control of emissions after the vehicles have been sold.



Although a cold, frosty, February morning, Ministry of Transportation and Communication's employees were out early to change the speed limit signs on the MacDonald-Cartier Freeway north of Toronto. Under the new regulations, the speed limit on Ontario's 662 miles of freeway was reduced to 60 mph from 70.

Ontario speed limits lowered

In an effort to save lives and fuel, the Ontario government has lowered the speed limit on provincial highways.

The new speed limits, affecting both passenger and commercial vehicles, came into effect February 1st.

On Ontario's 662 miles of freeway, the speed limit has been lowered to 60 miles per hour from 70.

The maximum limit on all other highways has been reduced to 50 miles per hour from 60,

except for two major Northern Ontario routes.

Special maximum speed limits of 55 miles per hour are allowed on Highway 17, linking the Manitoba and Quebec borders, and on Highway 11 from North Bay north and west to Rainy River.

Ontario Transportation and Communications Minister James Snow said the government is the 55-mile-per-hour limit on these inter-provincial routes to conform with expected changes to speed limits in other provinces.

"It is common knowledge that the federal government is currently campaigning to persuade all provinces to reduce their speed limits to 55 miles per hour," Mr. Snow said.

"Should their efforts prove successful, then Ontario's primary inter-provincial highway links will conform with those of our sister provinces."

In announcing the new regulations, Premier William Davis said the government hoped the lower speed limits on Ontario roads would not only save gasoline, but help reduce the high number of deaths and injuries resulting from motor vehicle accidents.

More than 1,200 people are killed in cars and trucks on provincial streets and highways every year, and the consumption of motor fuels has reached a staggering 3.8-billion gallons annually.

In the United States, where the speed limit was reduced to 55 miles an hour, a significant drop in the number of motor vehicles killed and injured was recorded.

It's the law

Motorists are reminded to clear the way for emergency vehicles — it's the law.

If you hear a police, fire, ambulance or public utility emergency vehicle siren or bell, or if you see a flashing red light mounted on the vehicle, get out of the way.

Bring your car to a stop as near as possible to the side of the road and clear of any intersection.

On a roadway with more than two lanes for traffic and designated for the use of one-way traffic, bring your vehicle to a stop as close as possible to the nearest curb or edge of the roadway and clear of any intersection.

Volunteer fire fighters are authorized to display an amber and white flashing light showing the letters "V.F.F." on their vehicles when proceeding to a fire or other emergency.



Senior driver recommends defensive driving course

Mary Lennox may never be the victor in a game of roadway chicken. But she has learned that in this case, losing is much more rewarding than winning.

Miss Lennox, 71, is a recent graduate of a defensive driving course conducted for senior citizens by the Etobicoke Safety Council.

One of the primary aims of defensive driving is to improve driving skills — to learn how to operate a motor vehicle to avoid preventable accidents — even if it sometimes means letting the driver in the wrong have the right-of-way.

Judging from her enthusiasm, it's hard to believe that Miss Lennox could ever become sluggish. But that's how she described her driving prior to taking the two-week course.

"I've been driving nearly 20 years," she said. "You're inclined to form bad habits. It was



Mary Lennox

more like a refresher course and brought home vividly the caution that people should use behind the wheel."

Instructor Jack Gardiner said the four, two-hour classroom sessions attempt to give students a new perspective on their responsibilities as a driver.

"I try to get them to recognize accident-producing situations," Mr. Gardiner said. "Instead of concentrating on whose fault an accident is legally, we analyze how either driver could prevent an accident."

A qualified defensive driving course instructor, Mr. Gardiner, safety supervisor with Etobicoke Hydro, has taught the course to nearly 200 Hydro employees, as well as voluntarily to two groups of senior citizens.

The senior citizens' courses

were part of a pilot project carried out by the Etobicoke Safety Council in co-operation with the local parks and recreation department.

If enough people are interested, he will run it again. The only requirements are that you be 65, a resident of the borough and have a valid driver's licence. The cost is \$2.50, including the price of the defensive driving course manual given to each student.

There are problem-solving exercises in the eight-part book, and though Miss Lennox admits it's been a while since she did homework, it was thoroughly enjoyable.

"I'd advise anyone to take this course," she said.

New mandatory seat belt law explained (Continued from page 1)

ers to install seat belts in passenger cars, came into effect on January 1, 1971.

The installation of seat belts for seating positions in truck cabs, the driver's seat in buses and in a variety of multi-purpose vehicles such as light pickup trucks, campers and vans came into effect July 1, 1972.

The installation of passenger-car type restraints in trucks of 10,000 pounds GVW or less comes into effect this year.

Thus, in vehicles manufactured prior to the date the federal laws came into effect, only available seat belts must be worn. The owner is under no obligation to install extra seat belt equipment or replace seat belts that have been taken out of such older vehicles.

In passenger cars built since 1971, and in trucks, buses and multi-purpose vehicles built since 1972, the manufacturer-supplied seat belts must also be worn. But, in addition, it is the owner's responsibility to replace seat belt assemblies that have been removed and to ensure they are in good working condition.

In the event there are more passengers than seat belts available, only those passengers occupying seating positions in which seat belts are installed need buckle up.

There is, however, an additional problem. In motor vehicles manufactured since 1971, the shoulder harness cannot always be adjusted properly to fit some people, even though the manufacturer complied with federal installation standards.



Snowmobile collisions of this type happen too often. Slow down, stop and look in both directions before crossing a roadway. Last winter, between Oct. 20 and Feb. 8, there were 12 fatalities, 262 personal injuries and 115 property damage collisions involving snowmobiles.

Realizing this, the provincial government has exempted motorists from wearing the shoulder harness in vehicles manufactured prior to January 1, 1974, if the lap and shoulder harness are separate pieces of equipment.

In later models, from 1974 on, this problem has been largely eliminated with the three-point harness and inertia reels.

Drivers of motor vehicles are exempt under Ontario's new law when driving in reverse.

Motorists who feel they cannot buckle up for legitimate medical reasons may also be excused, provided they can satisfy a physician their condition prevents them from wearing a seat belt.

In this case, the doctor has the authority to issue a medical certificate (a letter) stating that the individual is unable to wear his or her seat belt. It should be carried by the motorist at all times.

Those people who by the nature of their work must get in and out of the vehicle frequently are also exempt, but only if their speed does not exceed 25 miles per hour.

If, for example, a Toronto deliveryman was to leave his shipping office in downtown Toronto to make deliveries in Scarborough, he must wear his seat belt until he reaches the neighborhood where his goods are to be delivered.

Police officers must also wear seat belts, but there are special provisions exempting them in some situations.

Under the law, all seat belt

assemblies may be removed from police department vehicles except for the lap belts in the driver and front passenger seating positions. These must be worn except when transporting a prisoner.

The removal of all but the two front-seat lap belts in police cruisers is permitted to prevent the restraint system from being used as a weapon by a person in custody.

Taxi drivers must wear seat belts, but only when alone in the car. They are exempt from wearing restraint systems while carrying passengers.

Furthermore, taxi-cab owners may remove the shoulder harness from the driver's seat as well as the centre front seat belt to prevent them being used as a weapon. If the shoulder harness in the driver's seat of a cab has been taken out, the driver must still wear the lap belt when driving alone.

Like other drivers, cabbies can be fined for not making sure juvenile passengers — those from age five up to age 16 — buckle up. If the passenger is 16 years of age or older, he or she is responsible for their own actions and liable to a fine for not wearing a seat belt.

Employees of the Canada Post Office are also exempt, but only while actually engaged in making rural mail deliveries.

This provision was enacted to enable these drivers to deposit mail in roadside boxes without constantly fastening and unfastening the seat belt assembly in their vehicles.

Rules of the Road

Inheriting grandad's safety sense

By Naomi Callaghan

DO you ever get tired of the hair-raising pace of traffic on the freeways? Or the equally nerve-racking snail's pace of rush-hour traffic jams?

Ever dream of getting back to the nice, easy, slow-paced, horse and buggy as a calm and safer means of travel?

Well, forget it!

That pipe-dream has just been shattered by a U.S. report revealing that travel by horse-drawn vehicles in 1901 was eight times more dangerous than by today's modern car.

Maybe that's why our forefathers were so concerned about the importance of road safety.

You've all heard of the "rules of the road" — those basic concepts of care, courtesy and caution that are such a part of defensive driving as we know it today.

Well, in Canada, the first law spelling out these "rules of the road" was The Act to Prevent Damage to Travellers and it was passed in 1812.

It was followed in 1853 by regulations governing penalties for careless or drunk driving, use of improper language — get this — fast and furious driving! Yes, they had those types around then too.

Following this early tradition of protecting the safety of travellers, our grandfathers and fathers reacted very quickly to the introduction of the automobile to Canada in 1898.

Many of the rules and regulations that govern the safe operation of motor vehicles today were introduced during the first 20 years of this century.

As a matter of fact, they did such a good job that almost all they left for us to do was to keep up with new developments and exigencies.

In effect, our forefathers touched all bases when they passed regulations governing the safe operation of motor vehicles. They provided for safety equipment on vehicles, control of drivers, police enforcement and better roads.

Between 1903 and 1923 — when The Highway Traffic Act came into existence — a surprising number of laws were passed which, in essence, still govern our driving habits.

The regulation of speed was one of the first items to be covered. Closely following were regulations governing vehicle registration, lights, rear-view mirrors, mufflers and the size and weight of commercial vehicles.

Hand in hand with these were regulations covering drivers including minimum driving age and penalties for driving while intoxicated, reckless driving and leaving the scene of an accident.

Drivers' licences were an exception in the early days of motoring. While chauffeurs were licensed as early as 1909, the average driver escaped this control until 1927.

"Fundamentally, the first safety movement came into being almost simultaneously with the introduction of the motor car to Ontario's streets and roads. It has been facetiously described as the involuntary evasive reaction of an ambulatory biped to an automobile when confronting such a vehicle in the middle of the road."

The logic was rather naive, and it was summed up in this way: "It is reasonable to suppose that the owner of a costly piece of mechanism would be inclined, because of his property interest, to exercise greater care in driving his car than would a paid driver who had no interest other than his weekly wage."

So obviously better in theory than in practice, this lapse was eventually remedied and later expanded to include the intensive and detailed testing required to obtain a driver's licence today.

Along with the laws came the need for enforcement. The first motorcycle Patrol Officer was appointed to the staff of the law enforcement group of the Department of Public Highways in 1919. By 1930 there were 72 officers on motorcycle duty.

That year, these officers were transferred to the Ontario Provincial Police and became known as the Motorcycle Patrol and continued their usual traffic control duties.

As today, the main purpose of the officers was to make highways as safe as possible by restraining those who drove without due regard for their fellow motorists and to provide assistance for those in need.

Even the excuses we use today to avoid a ticket are not original. These officers were used to hearing that "I had a train catch"; "I was not aware of the speed I was doing"; "Perhaps my speedometer needs checking"; or "I sold my car three months ago and it appears that the restriction has not been transferred."

At the same time the automobile, growing in popularity, there was a simultaneous demand for more and better roads. They came, too.

In 1918, there were less than 50 miles of hard-surfaced highways in Ontario. By 1930, there were 2,193 miles of surfaced roads with an additional 200 scheduled for completion during 1931 — and they were being built to cope with the growth of commercial traffic.

In highway construction, improved safety features included better-designed curves and grades, the elimination of ditches and hazardous railway crossings and the increased use of warning signs.

Also during the Twenties, snow clearing was introduced as a regular part of the winter maintenance program.

These ancestors of ours did a great deal in establishing a firm base for the excellent and comparatively safe highways we have in Ontario today.

But, like us, they were not completely infallible. They also left us with the gasoline tax which was introduced in 1923 and is never likely to disappear as a source of revenue.

But, if you're thinking that going back to a horse and buggy will solve that problem — forget it!

In addition to taking up to 15 times as long to complete a trip, those horse-drawn burners are four times as expensive to operate as our gas-burners.



As these old photographs show, travelling about Ontario was once a much more difficult task than on today's modern highways. But safety has always been an important consideration, even in the horse and buggy days. In fact, many of today's traffic safety regulations were initiated more than fifty years ago.



Policewoman Heximer happy as breathalyzer specialist

By Susan Bright

A quick squirt from a bottle of mouthwash may clear the air with your spouse when you get home from a night on the town. But it won't fool Sandra Heximer of the Niagara Regional Police.

Constable Heximer is the first woman breathalyzer operator in Ontario and possibly in the country so she is wise to the ways in which people try to beat the system.

"If you try to cover up the smell with mouthwash when you're accused of impaired driving, the breathalyzer results are incredibly high. Mouthwash is almost pure alcohol. But its effect dissipates within 15 minutes," she said.

The expensive and delicate breathalyzer instrument is designed to measure the per cent of alcohol in the blood by an indirect analysis of the amount of alcohol in the breath.

The process for arresting, testing and charging is rather elaborate, Constable Heximer said. Every detail must be checked and rechecked to ensure the rights of the accused are protected. It begins on the street when an officer suspects a person is impaired.

"It's not just an opinion. It must be based on reasonable and probable grounds — physical evidence," she said.

"You don't necessarily have to be drunk to be impaired. A person doesn't have to be stumbling. It's the small things — how they manage their wallet when you ask to see their licence. Sometimes all their credit cards fall out."

The smell of liquor and watery eyes will also give away the drinking driver.

"You usually ask them if they've been drinking. Almost invariably they'll say: 'Well . . . I had two or three.'"

The officer on the street then has the right to demand a sample of their breath. It's a standard request permitted under the Criminal Code of Canada. The accused must accompany the officer to the station for a breathalyzer test.

"Sometimes they can fool you. Most people when stopped by an officer and faced with the uniform can pull themselves together. It's like an alarm reaction.

"But you can only keep it up for about 15 minutes and then

you fall apart again. I've walked up to people and five minutes after I started to talk to them notice they are really impaired, even though they didn't appear to be at first."

When the arresting officer brings the accused into the station, Constable Heximer keeps them under surveillance for 15 minutes to observe their actions.

"You have to watch them all the time," she said. "One time a fellow was drinking in the back of the cruiser all the way to the station. He had a wooden leg and hid his bottle in it."

A blank pre-test is first taken to ensure that the instrument is working properly. The results are achieved by a complicated scientific analysis and Constable Heximer has been schooled in the chemical process.

This highly technical information is not essential to operate the instrument, but it is helpful in court when she's faced with a hard-nosed defence lawyer.

The subject is then asked to blow into a sterilized mouthpiece and only a deep-lung sample of breath is acceptable.

The reaction is complete within 90 seconds and Constable Heximer said that most of the subjects are fairly amiable.

"They are usually pretty drunk and when they think the test is done they'll ask things like 'Did I pass?'"

"I had to wake one guy up and hold the mouthpiece for him."

Although giving breathalyzer tests is only part of her job as a police officer, 26-year-old Constable Heximer was required to take a two-week course to become a qualified technician.

It is given at the Centre of Forensic Sciences in Toronto and consists of lectures on basic anatomy, how alcohol affects the brain, and the specific operation of the instrument.

But the practical application is perhaps the most interesting part of the course. One afternoon is set aside and five of the students are given one hour to drink as much as possible.

"I volunteered to drink with four of the guys. Some of them drank as much as 14 and 15 ounces in an hour. Then we went around the room and blew into one instrument after another.

"I was completely impaired and thoroughly blown out by the end of it," she recalled with a laugh.



Niagara Regional Police Constable Sandra Heximer prepares to swirl the breathalyzer instrument to "analyze" as Ontario Traffic Safety reporter, Susan Bright, provides a sample of breath.

Test case likely (Continued from page 1)

John Cranford of the Insurance Bureau of Canada said he predicted a "test case" built around the new law very soon.

"It's going to be an issue," he said. "I think there's high public awareness of it right now and I would imagine that policemen in investigating accidents are going to report the use or lack of use of the seatbelts."

"The evidence would be pretty convincing if you came on an

ages. This has already happened in Quebec where seatbelt use is not even required by law."

The "seatbelt defense" has been used successfully in Ontario prior to the new legislation. In the case of Jackson v. Mills, Mr. Justice Osler of the Ontario High Court said that the failure to wear an available seatbelt does not in itself constitute negligence.

But, he said, if there is evidence the injuries would have been avoided or lessened if a seatbelt been worn then there is contributory negligence. He ruled that the recovery of damages by the plaintiff be reduced as a consequence of his having contributed, not to the cause of the collision, but to his own injuries.

The Court of Appeal upheld this finding.

Mr. Cranford suggested the fear of having damage payments substantially reduced may go a long way towards encouraging people to buckle up.

"I think one of the most things I would stress is that going to be the publicity that awards receive that is going to have a positive effect on increasing seatbelt use. People are going to perceive that it affects them."

Mr. Cranford also indicated that the new law may have a positive effect on rising insurance premium rates.

"I don't think I'm in a position to say what the exact effect is going to be on insurance rates, but I'm just talking straight. If the rates are based on experience and the amount you pay in claims, and if these claims are reduced for whatever reason, it is going to be reflected in the insurance costs and will be recognized by ratemakers."



John Cranford

accident scene and the seatbelts weren't used. This would be part of the accident report and would go to court. It would be used by the defendant's lawyer, I would think, in pleading the case."

Mr. Cranford emphasized that it is not in the discretion of the insurance industry to reduce benefits payable under automobile insurance policies where victims were not wearing seatbelts.

But he added: "It seems reasonable to assume, however, the courts will recognize failure to use seatbelts in determining the degree of responsibility for dam-

Businessmen support Peterborough school safety patrol

A Peterborough radio station and a local restaurateur have combined resources in an effort to recognize the work of area school safety patrol members.

and, according to W. J. Shrubbs, Chief of the Peterborough Police Department, they are making a valuable contribution to traffic safety.

Demonstrating initiative and community spirit, Chief Shrubbs was approached by Mr. Allan Simons, Public Relations director of CHEX Radio, and Mr. Larry Smith of McDonald's Restaurant. They wanted to assist the police in recognizing the efforts of school safety patrol members in the city.

After some discussion, we came up with the idea of selecting a Patroller of the Week, a Patroller of the Month, and a Patroller of the Year award program," the Chief said.

The recipient of the award is a patrol member deserving recognition for extra effort put into his or her duties as a patrol member."

Under the Peterborough school safety patrol system, the city is divided into two areas. Each week, one patrol member from each area is selected by the teacher-supervisor and a police safety patrol officer in recognition of their work at school crossings.

Each weekly winner's name is announced over CHEX Radio and each receives a letter of appreciation from the radio station and McDonald's Restaurant along with a voucher for one "Big Meal" at McDonald's.

The Patroller of the Month receives a portable radio from CHEX and a plaque from McDonald's Restaurant at a special presentation at the Patroller's school. Only one monthly winner is chosen.

The monthly winner is also interviewed for a radio broadcast and receives vouchers from the restaurant for four "Big Meals."

The selection of weekly and monthly school patrollers begins in October and ends in May. In June, the Patroller of the Year is chosen at an annual school safety patrol picnic.

The Patroller of the Year is selected on his or her merits as a patrol member, based on written submissions from teachers and safety officers.

The yearly award winner receives a wrist watch from the radio station, an engraved Award of Merit medal from the Police Force and a dinner for three at the Rock Haven Restaurant.

In addition, the Patroller of the Year is presented with a plaque and a food voucher from McDonald's Restaurant, entitling the winner to a milkshake, hamburger, and fries at the restaurant once a month for a year.

"The awards have been a great asset and incentive in our school safety patrol program, and I feel it is worthy of recognition," Chief Shrubbs said.

"Since the awards program started in Peterborough, it has extended to the rural schools under the supervision of the Ontario Provincial Police."



From left to right: Peterborough Police Staff Sergeant W. A. Scott, Mr. George Wright of McDonald's Restaurant, Rino Andreoli, Captain of St. Peter's School Safety Patrol and 1975 Patroller of the Year, Mr. Rich Allan of CHEX Radio and Television, and Deputy Chief of Police James Armstrong.

Brockville area drivers display genuine interest in traffic safety



Brockville Police Chief Leslie Sterritt presents certificates to members of the local St. John Ambulance Brigade who have completed his department's defensive driving course. From left (front row) Nancy Liscumb, Helen Liscumb, Kay Phelps, Chief Sterritt, Ethel Belmont, Mildred Butcher, Donna Babcock, (back row) David Joron, Lyle Young, Lloyd Levere, and Ralph Lowe.

Motorists are sometimes portrayed as a careless lot, unaware of the need for safety on provincial roads. It's not true.

In fact, given the opportunity, many drivers show a genuine interest in traffic safety and will take advantage of programs aimed at improving their motoring skills.

A good example of this interest has been demonstrated by the citizens of the city of Brockville and surrounding area.

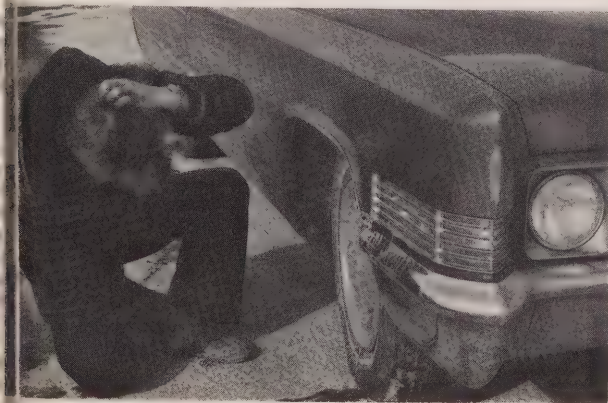
More than 525 individuals, in addition to all school bus drivers in the United Counties of

Leeds and Grenville and members of the Brockville St. John Ambulance Brigade, have completed a defensive driving course offered by the Brockville Police Department.

Police Chief Leslie Sterritt says his department's course is very popular among area drivers.

"The program has been well received and all courses are oversubscribed," he added.

Chief Sterritt said he believes defensive driving courses are one of the most effective methods of reducing of highway deaths.



though a quick visual check can usually tell you if a conventional bias ply tire needs more air, a radial tire looks soft even when properly inflated. Motorists with radial tires should check the air pressure with a gauge once a week. Under-inflated radial tires may be structurally damaged. The tire will tend to run on the outside of the tread, wearing the tread unevenly and perhaps damage the cords. There is also the danger of abnormal heat build-up which may result in failure, particularly at high speeds. Check the owner's manual for proper tire inflation recommendations.



Photo Courtesy Sault Daily Star

Three city constables and a school crossing guard were the recipients of the 1975 Sault Ste. Marie Safety Council Life-Saving Award. Pictured from left to right are Cora Rumley who accepted the award on behalf of her husband, Roy, who had applied artificial respiration to save a man's life; Constables Eugene Haines and David Lloyd whose quick action in stopping the bleeding from a severed leg saved a motorcyclist's life; Mrs. Betty Folz who pulled a 10-year-old girl out of the path of a car at her duty corner.

Coming Events

March 30-31 — Ontario Road Builders' Association annual convention, Royal York Hotel, Toronto.

April 5-7 — Industrial Accident Prevention Association annual conference, Royal York Hotel, Toronto.

April 5-9 — Fleet Maintenance Course, Ontario Safety League, Toronto.

April 26-30 — Fleet Trainer Course, Ontario Safety League, Toronto.

May 1-7 — Child Safety Week.

Letters to the Editor

Dear Sir:

I find your bi-monthly publication on traffic safety interesting and informative. In one of your recent issues a letter appeared suggesting cigarettes as a possible cause of accidents which is rarely mentioned.

I would like to suggest still another cause that I have not seen mentioned in any article.

Each year car manufacturers have been required by law to make safer automobiles. To date, there have been requirements such as shock-absorbing bumpers, padded dashboards, seat belts, and dual braking systems, etc.

I should like to propose the government make it mandatory that automobiles have a design whereby the back window is relatively large and the roof pillars small. In many of the recently built cars, especially sports models and fast backs, the visibility of the driver is severely reduced by the roof and rear window design.

When pulling out, merging into traffic or when switching lanes, the driver often does not have maximum visibility because of the wide roof pillars. Another occasion when this visibility problem is particularly evident occurs when a driver must back out into traffic from an angled parking position.

I forward these thoughts to you for whatever they may be worth.

James N. Piggott
Innerkip

Dear Sir:

I did not know where to direct this letter and as I feel it must be both written and read, I trust you will be able to put it in the proper hands.

It is in reference to the new seat belt legislation. I'm sure many people are regarding this as a nuisance as I did. I have been notorious for never wearing my seat belt except for highway trips.

Since January 1st, I have worn it every time I was in my car.

On January 14, I was in a serious accident in which a car went through an intersection, hit me with great force and pushed me into an oncoming car.

Needless to say, I have lost my car, but not my life. Because of the force, I was injured but not to the extent I would have been if not for my seat belt.

This happened very close to my home and there is no doubt in my mind that had it not been for the legislation I would have gone through the windshield.

I have been living in my home for a month now, and each time I look at it, I can't help thinking how lucky I was.

I have a class of six-year-olds and although I won't be without them for a while, at least I will return. So to the person or persons responsible, my heartfelt thanks. I am extremely grateful.

Joy Rees
Agincourt

ontario traffic safety

Published bi-monthly for those interested in promoting traffic safety. Contents may be reprinted without reference to the Ministry of Transportation and Communications except where credit is given to other sources. Readers with safety activities to report should write to Ontario Traffic Safety, Ministry of Transportation and Communications, 1201 Wilson Ave., Downsview M3M 1J8.

Hon. James Snow, Minister.
H. F. Gilbert, Deputy Minister.

Editor, Christopher Carroll.

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Ministry of
Transportation and
Communications

ontario traffic safety

Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario

Highway traffic deaths down 35.5 per cent

The number of drivers and passengers killed in motor vehicle collisions during the first two months of this year was down 35.5 per cent over January and February 1975, according to figures released by Transportation and Communications Minister James Snow.

This figure does not include the number of pedestrians, motorcycle riders or passengers, bicyclists or moped riders killed in traffic accidents.

Study reveals many motorists buckling up

A survey conducted by the Ministry of Transportation and Communications indicates that the majority of motorists in the Toronto area are buckling up.

Ontario's mandatory seat belt law, requiring drivers and passengers to fasten their seat belts in motor vehicles driven on provincial streets and highways, came into effect January 1, 1976.

According to the survey, more than 85 per cent of the motorists in the Metropolitan Toronto area in February were wearing seat belts. This compares with 25 per cent last October.

Belt use by adult passengers in February was 78 per cent, up from eight per cent last October.

A Ministry spokesman warned, however, that no definitive conclusions can be drawn from these figures because support for the seat belt legislation is highest in the area covered by the survey.

In January and February 1976, 109 motorists were killed in motor vehicle crashes, compared to 169 during the first two months of 1975. Altogether, 147 people were killed in various traffic accidents in January and February this year, compared to 224 a year ago.

The February 1976 death toll—the first month lower speed limits and mandatory seat belt usage were enforced—was the lowest in Ontario for that month in more than a decade.

Altogether, 59 drivers and passengers died in motor vehicle collisions across the province in February. This represents a drop of almost 10 per cent over the same month a year ago, when 65 people were killed.

The number of motorists injured was also down substantially over the previous February. A total of 4,557 drivers and passengers were injured during the month, compared to 6,129 last year, a drop of more than 25 per cent.

Mr. Snow said it is still too early to positively conclude that increased seat belt usage and lower speed limits are totally responsible for the decline in the provincial highway death and injury rate.

"Figures based on the month of February alone are not conclusive evidence," the Minister said. "The legislation will have to be in effect about six months or a year before we can get an accurate reading."

Last year, traffic accidents across Ontario claimed the lives of 52 more people than in 1974. Altogether 1,800 people died on streets and highways during the year, compared to 1,748 the previous year.



Mr. Snow said increases in fatalities involving motorists, motorcycle drivers and passengers, and bicyclists accounted for the higher total.

In all, 1,314 drivers and passengers, 97 motorcyclists and 16 motorcycle passengers, 56 cyclists and nine moped riders died

in 213,689 traffic accidents during 1975.

The only bright spot in the 1975 accident report was a drop in the number of pedestrian fatalities, down 3.6 per cent. In 1975, 294 pedestrians were killed. This compares with 305 during the previous year.



Transportation and Communications Minister James Snow (left) presents Michael Thomas (right), a chauffeur with The Robert Simpson Company, an award for 35 years of accident-free driving at the Ontario Safety League's annual safe driver award banquet. According to Mr. Thomas, defensive driving is the best way to avoid accidents.

Typical drinking driver revealed by U.S. accident investigators

Accident investigators for the United States Department of Transportation have compiled a scientific sketch of the person most likely to cause a fatal highway accident involving excessive drinking.

Usually a 25 to 35-year-old male, this driver is a heavy or problem drinker who prefers beer to other alcoholic beverages. He probably has a high school education and drives an older car. Single, separated or divorced, he displays overly aggressive drinking habits, and poses the greatest threat to highway safety during the early morning hours on weekends, a report in the department's newsletter says.

This "fatal driver profile" is a composite drawn from special in-depth investigations by the department's National Highway Traffic Safety Administration of alcohol-related accidents in Boston, Baltimore, Albuquerque, and Oklahoma City. The profile is significant, the US federal safety agency said, because it verifies previous theories that were not based upon

factual accident data.

The agency initiated a series of alcohol action projects in the four cities more than three years ago. These specific accident studies were designed to give a more accurate picture of the alcohol-accident problem, and a better identification of the problem drinker most likely to become involved in an alcohol-involved crash.

Skill of "fighter pilot" needed, claims OS� award-winning driver

According to 57-year-old Michael Thomas, the best way to avoid a motor vehicle collision on today's busy highways is to drive defensively.

Who, you ask, is Michael Thomas? And, what does he know about safe driving?

Well, for one thing, Mr. Thomas, a chauffeur with The Robert Simpson Co., was the only driver to receive an award for 35 years of accident-free driving at the Ontario Safety League's annual safe driver award banquet held recently in Toronto.

"With other vehicles coming at you from all angles, driving on today's roads is a little like being a fighter pilot," he said. "I practise defensive driving techniques all the time. In fact, sometimes I wonder if I'm too defensive, but apparently it has worked for me all these years."

Some of the more important defensive driving techniques that have helped him stay out of accidents, Mr. Thomas said, include leaving lots of room between his vehicle — a Rolls Royce — and the car ahead; anticipating accident-producing situations far enough in advance to react safely; and obeying all rules of the road, especially the speed limits.

Many motor vehicle accidents, he pointed out, result because drivers are unable to control their vehicles at high speeds.

"Even at 50 and 60 miles an hour, things are happening fast enough," he said. "Once a driver

starts travelling at 70, 75 and 80 miles per hour, it's a brand new ball game.

"Everything's happening that much quicker and it's far more difficult to retain control of your vehicle in an emergency situation.

"I've seen drivers go whizzing by me, especially young people, and I always expect to see them involved in an accident within a mile or two. At high speeds, there is just no way to stop safely."

Needless to say, Mr. Thomas heartily endorsed Ontario's new speed limit laws.

When asked about the mandatory seat belt law, he replied:

"We wear our seat belts all the time. We have for years well before the new law came into effect. In fact, we installed seat belts in the back seats long before it was required by law."

Although Mr. Thomas was the only driver to receive a 35-year award, more than 300 other professional drivers were on the League's award list for 20 and 25 years of accident-free driving. It tells us something about professional drivers.

Perhaps, Transportation and Communications Minister James Snow, the guest speaker at the award banquet, said it best.

"We realize it takes a certain kind of person—people like you—conscientious drivers who respect the rights of others, who drive safely and defensively all the time. It's a pity everyone isn't the same."

It's the law

Although street cars are a common sight for Toronto motorists, they are not for out-of-town visitors. If you're driving in the provincial capital, make sure you know where to stop when approaching these vehicles. If the street car is stopped to pick up or discharge passengers, stay at least six feet behind the rearmost doors at which the passengers are getting on or off — it's the law.

This rule does not apply at a properly designated safety island or zone. Pass street cars on the right-hand side.





Protect yourself against carbon monoxide poisoning. As part of your annual car spring maintenance check, have the exhaust system examined for rust and corrosion damage resulting from accumulations of salt and water over the winter months.

Spring vehicle maintenance vital road safety measure

Ontario winters can be rough on an automobile.

That's why it's important to take your car to a service station for an annual spring maintenance check.

Although obvious faults, such as defective tires or lights are easily spotted, it takes a trained mechanic to detect other serious mechanical or safety defects.

Make sure the steering and riding controls — the steering linkage, shock absorbers and springs — are in good condition.

The battery and battery cables should be carefully examined and repaired if faulty, as well as the lights and drive belts. Other items to check include the windshield wipers, mirrors, horn, radiator, radiator caps, hoses and fan belts.

A spring maintenance check

is also a good time to have the muffler, tailpipe and brackets examined.

While you're at it, have the car body checked for rust and corrosion damage. Accumulations of salt and water during the winter months can cause holes in the car, often resulting in leakage of lethal exhaust fumes.

Holes in the trunk floor or rear wheel housing can be dangerous. They allow quantities of poisonous carbon monoxide gas to enter the trunk compartment, especially when the car is idling in heavy traffic. The odourless, colourless gas then enters the vehicle around the back seat.

Remember, it is the owner's responsibility to ensure that the vehicle is in a safe operating condition.

Minister seeks public support for new bicycle safety program

In an effort to create renewed interest in bicycle safety, the Ministry of Transportation and Communications has updated its bicycle safety program.

"Despite all efforts, the number of people killed and injured in bicycle accidents continues to climb," explained Minister of Transportation and Communications James Snow.

"In 1975, bicycle fatalities increased by more than 24 per cent over the previous year, and injuries were up over seven per cent.

"Although we don't have a breakdown on the 1975 figures yet, we know that the majority of these accidents involve children between the ages of five and 14. In 1974, 20 children in this age group died and almost 2,000 were injured."

As part of the Ministry's effort to make youngsters more aware of the need for greater bicycle safety, the children's program — the Crusader Cycle Club — has been given a new name. It's now the GO Safely Cyclers Course.

Mr. Snow said the new two-part program, consisting of instruction classes and a bicycle

inspection and skill test, places more emphasis on the course itself.

He said the Ministry is offering the course to all public and separate schools in the province this spring in an effort to reach as many children as possible.



The course is available to anyone interested in establishing a bicycle safety program in their community, as well as to the schools.

Those interested should write to the Public and Safety Information Branch, Ministry of Transportation and Communications, West Tower, 1201 Wilson Avenue, Downsview, Ontario, M3M 1J8.

Dr. John Gilbert is quoted as saying "compulsory seat belt usage would save 1,000 lives, prevent 11,000 serious injuries and reduce related medical costs by £60 million (approx. \$120 million)."

Other countries with mandatory seat belt legislation include Australia, New Zealand, Belgium, Czechoslovakia, France, West Germany, Spain, The Netherlands and the Scandinavian nations.

Ontario is the first major jurisdiction in North America to enact seat belt legislation and put it into force.



Bruce Bedford

He said the DSAO is currently holding seminars designed to help operators plan more efficient courses and provide better service to the public.

The next seminar will be May 15, 1976, at the Airport Holiday Inn, Toronto. Those interested are invited to attend.

For additional information, write to: Driving School Association of Ontario, P.O. Box 4363, Ottawa, Ontario, K1S5B3.

British Parliament votes in favour of mandatory seat belt legislation

The number of countries opting for compulsory seat belt usage as a means of reducing highway death tolls continues to grow.

According to the London Daily Express, the British Parliament approved in principle a Bill requiring car drivers and front-seat passengers to buckle up.

The House of Commons voted 249 to 139 in favour of mandatory seat belt legislation, the newspaper said. It is expected to come into effect before the end of the year.

British Transport Minister

Driving school operators form new association

A group of concerned driving school owners has established a new organization aimed at improving the quality of commercial driver education programs in Ontario.

Called the Driving School Association of Ontario (DSAO), its goal is to "contribute to the dignity, growth, development and upgrading of the driving school profession," says DSAO executive vice-president Bruce Bedford.

Mr. Bedford, president of Dominion Driver Training in Hamilton, says the association plans to include the development of improved instructor and driver training courses.

In addition, he said, the association wants to foster improved public acceptance of commercial driving schools, and obtain a car insurance reduction plan for association members.

Mopeds, motorcycles and bicycles . . .

Rising energy costs of late have prompted many Ontario residents, young and old alike, to abandon the trusted automobile in favour of more economical forms of transportation.

Among the most common alternatives to the car are mopeds, motorcycles and bicycles. And, according to Ministry of Transportation and Communications figures, the number of these vehicles in use on provincial streets and highways grows almost daily.

The Ministry estimates there will be 30,000 mopeds, 70,000 motorcycles and more than 2.5-million bicycles all sharing the roads with motorists this year.

No one will dispute that these two-wheeled conveyances are a sensible, economical means of getting around. But, they are also among the most hazardous vehicles on the road.

Accidents involving these vehicles do occur, often with the most tragic results. In 1975, for example, 113 motorcyclists (97 motorcycle drivers and 16 passengers), 56 cyclists and nine moped riders were killed in various traffic mishaps around the province. More than 8,000 were injured.

Although the reasons for these tragedies are varied, the most common cause of fatal or injury-producing accidents in-

volving man or motor-powered bikes are collisions with larger motor vehicles.

Obviously, a boy on a bike is no match for a two-ton automobile. Mopeds, motorcycles and bicycles are small and offer riders virtually no protection. Although bikers do not appear to actually cause many of the collisions, invariably it is the biker who is killed or injured.

Riding these vehicles on provincial roads is a question of survival. One of the best ways to remain alive is to obey Ontario's traffic rules.

The main point to be remembered by both motorists and bikers is that mopeds, motorcycles and bicycles are considered "vehicles" under The Highway Traffic Act of Ontario and are, therefore, legally entitled to a share of the roadway.

Although motorcycles are permitted on all highways, mopeds and bicycles are restricted from travelling on expressways and freeway-type highways such as the 400 Series, the Queen Elizabeth Way between Toronto and Fort Erie and the Queensway in Ottawa.

In addition, local municipalities have the authority to ban mopeds and bicycles on roadways under their jurisdiction where the speed limit is 50 miles per hour or more.

Bike riders are required by law to signal before turning, changing lanes stopping or slowing down.

And, they must yield the right of way to traffic approaching from the right at intersections where there are no lights or traffic signs. At intersections with stop signs, a full stop is required and the way must be clear of vehicles and pedestrians before proceeding.

Pedestrians legally using an intersection have the right of way. Bikers must yield the right of way to pedestrians in the crosswalk. Slow down and stop if necessary. Don't pass another vehicle within 100 feet of the crosswalk.

Making a turn at a busy intersection can be hazardous because it is difficult for motorists and commercial drivers to see small, two-wheeled vehicles.

Don't decide to turn at the last minute. Check traffic, signal, and move into the proper lane. Signal your turn well ahead of the turning point and hold the signal until you are ready to start the turn. Put both hands on the handle-bar when making the turn. And, remember complete your turn in the proper lane.

Finally, bike riders are required under the law to make sure their vehicles are in safe operating condition.

MOPEDS

There have not been regulations governing the use of mopeds in this province until recently. If you already own a moped, or if you're planning to buy one, make sure you are aware of the laws regarding these two-wheeled vehicles.

Technically described as a "motor-assisted bicycle" under The Highway Traffic Act, a moped must not weigh more than 120 pounds; it cannot have a piston displacement of more than 50 cubic centimetres, or have a hand or foot-operated clutch driven by the motor transferring power to the wheel.

Under the law, a moped must have pedals which are operable at all times. It must not be able to attain a speed greater than 30 miles per hour on level ground within a distance of one mile from a standing start.

In addition, legislation requires the dealer to provide the moped purchaser with a certi-

ficate guaranteeing that the moped complies with the definition of a motor-assisted bicycle under the Act.

Licence plates are required for mopeds. The plates, issued upon payment of an annual \$5.00 registration fee, must be attached to the rear of the vehicle.

When applying for licence plates, the owner must establish ownership and produce a bill of sale from the dealer. Evidence must be shown that the moped is insured for public liability and property damage. Otherwise, the owner must pay an additional uninsured vehicle fee of \$60.00.

Furthermore, moped drivers must be in possession of a valid Ontario driver's licence or a temporary instruction permit. This means, of course, it is illegal for anyone under 16 years of age to operate a moped on Ontario's roads.



little safety sense will help you survive

BICYCLES



The bicycle boom of recent years has resulted in an alarming increase in the number of deaths and injuries involving bicycles — primarily from collisions with larger vehicles.

Between 1974 and 1975, the number of people killed on bicycles rose from 45 to 56, an increase of more than 24 per cent. The number of cyclists injured over the same two-year period totalled 7,189.

These tragedies can be prevented. In addition to obeying Ontario's traffic laws, there are a number of proven safety measures that will help you survive.

Studies of collisions involving bicycles indicate several major problem areas: lack of ability to handle the particular type or size of bicycle; lack of proper equipment such as reflectors and lights; lack of knowledge and observance of the rules of the road and safe cycling practices.

First, ride a bicycle that fits you. The size of your bicycle affects your ability to reach and use the steering, pedalling and

braking controls. You should be able to reach the ground comfortably with the ball of your foot when you are sitting upright in the seat.

Make sure your bicycle is in a safe operating condition.

Practise with your bicycle before you take it out on a busy street. If you're used to a standard bicycle, you'll find a high-speed, geared bicycle takes some getting used to.

Ride as close as possible to the right hand side of the road and in single file. And, if you're out after dark, make sure motorists can see you.

Use a light, reflector and reflective tape required by law, and it helps to wear light-coloured clothing. Also put an extra bit of reflective tape on the bike pedals.

Remember, a bicycle is one of the smallest vehicles on the road, and it's not easy for a motorist to see you. Even when the motorist does see you, it's a common error to misjudge the distance of a smaller object.

MOTORCYCLES

The key to surviving on a motorcycle is defensive driving, combined with handling abilities and strict adherence to the rules of the road.

First, always be ready to allow for the actions of other drivers. Learn to "think ahead" about what other drivers may do and be prepared to take instant preventative action.

Remember, motorists' visibility may not be as good as your own—a motorcycle is not as easily seen as other vehicles. For this reason, it is a recommended safety practice that headlights be turned on at all times while driving.

Another good thing to remember is that motorcycle accidents occur most often at intersections. It's a fact. Many happen because the car driver doesn't see or realize you are there beside him on your motorcycle. Always be ready to stop quickly if necessary.

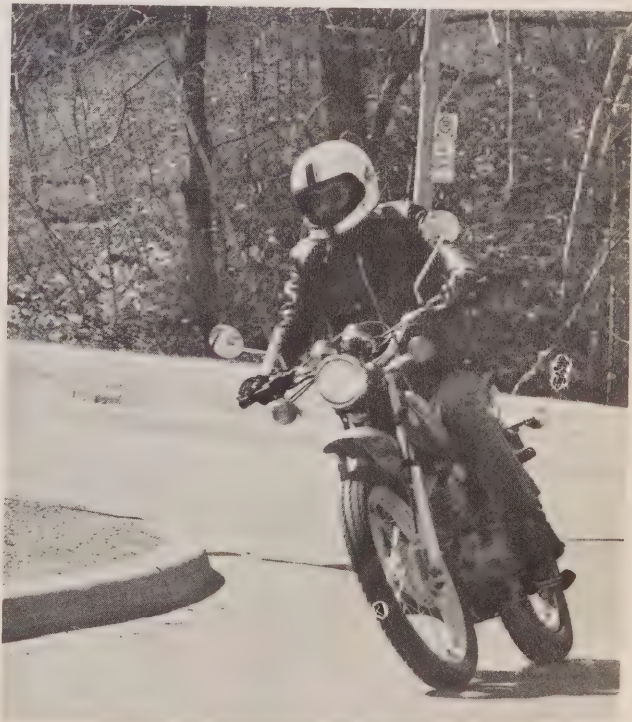
Road conditions and surfaces

affect the stability of a motorcycle much more than that of a car. Therefore, always be aware, and assess the conditions and road surface ahead.

This includes keeping a sharp eye out for such things as railway or streetcar tracks, manhole covers, loose sand or gravel on paved roads, patches of spilled oil, pot holes or broken pavement, freshly painted line markings and bridges with steel gratings or wooden planks.

Above all, keep your distance. If you follow another vehicle too closely, your view of traffic situations is reduced and you increase the chance of running into the vehicle ahead should it stop suddenly.

Weaving in and out of heavy traffic is a sure sign of an inexperienced or careless rider. When you have to change lanes, make sure there is no overtaking traffic. Signal your intention and then change lanes only when it is safe to do so.



Hit-and-run sticker program successful in Niagara Region

By Susan Bright

It's simple and it works.

That's the beauty of a "sticker" program started last year to apprehend hit-and-run drivers in the Niagara Region.

Adapted from a system developed in Alabama, the program has met considerable success, said Niagara Regional Chief of Police Albert Shennan.

"There has been a substantial increase in the number of successful investigations," he said.

Hit-and-run accidents account for a whopping 25 per cent of all traffic collisions in the region, said police spokesmen.

Under the Criminal Code of Canada, any driver involved in an accident with a person or vehicle must stop at the scene, give his name, address and offer assistance to anyone who has been injured.

If, however, a driver flees the scene in an attempt to conceal involvement, then he or she is guilty of a hit-and-run violation.

The charge then become failing to stop at the scene of the accident and the driver is liable to a fine and/or imprisonment.

These cases have traditionally been difficult to solve. Lack of evidence and witnesses, combined with long hours of investigation, make it a frustrating job, police said.

When hit-and-run drivers escape and the cases remain un-

solved, the victims and insurance companies must absorb the loss.

But fortunately for the victims living in the Niagara Region, police believe they are onto something which can ease the problem.

By placing a special sticker on each car involved in a police-reported collision, they are distinguishable from vehicles whose damage was not reported.

Under the law, all collisions involving more than \$200 damage must be reported to the police.

In the Niagara Region, if a car has more than \$200 damage and no sticker to explain it, the owner becomes a suspect hit-and-run driver.

The sticker, placed on the upper inside of the windshield, contains information about the collision. The investigating officer writes on it the time, date, and his own name and police file.

There is also a small diagram of a car on which is marked the corresponding damaged area. The sticker is removed when the vehicle is repaired.

The identifying sticker, according to the police, narrows the field of possible hit-and-run suspects.

"If we're looking for a blue car with damage to the right front fender, we may spot five



Niagara Regional Police have developed a sticker program which is helping them apprehend hit-and-run drivers. In the above photo, Constable Michael Murphy places a sticker on the car windshield to indicate it was involved in a collision.

of that description," said Constable Lee Croft of St. Catharines hit-and-run division.

"But automatically, we can eliminate all vehicles with a sticker explaining the circumstances of their accident and damaged area."

To limit the number of suspects further, the police have enlisted the help of all body repair shops and part and paint suppliers in the region.

The constables involved with the program visited each outlet in their assigned area.

They explained the sticker program and supplied the shop owners with quantities of stickers and report forms. They were asked to keep a record of the vehicle owner's name, address and a description of repair equipment or damage repair requested.

"This way we know exactly what parts are being ordered, what repairs are being done, and which cars have stickers before the material is ordered," said Constable Diggon, who helped initiate the program in the region.

"So if you walk into a G.M. dealer and buy a right front fender to repair your car, then the dealer reports it to us.

"If there's no sticker or police report then the owner is a suspected hit-and-run driver. It's another way of catching them."

Police also notify body shop owners in advance if they are searching for a driver involved in a more serious accident, such as those involving personal injuries.

This early warning system allows the shopkeepers to watch out for possible suspects. If one appears then they alert the police immediately.

OPP-ORBA safety contest underway again

The Ontario Provincial Police and the Ontario Road Builders Association are holding a children's contest again this year aimed at promoting traffic safety at road construction sites.

Elementary school children entering the contest are required to correctly identify and place in proper sequence a series of road construction signs shown on a poster. Last year's contestants coloured a highway construction safety poster.

Three winners, selected in a draw June 11, will be the guests of the OPP for a two-day visit to Toronto. Toronto area winners will visit Ottawa.

For further information on contest posters, contact your local Ontario Provincial Police office.

REPORTED COLLISION

DATE 21 JAN 76

POLICE FORCE

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(OFFICER)

M Murphy



Each vehicle involved in a police-reported collision in the Niagara Region receives one of these stickers. The investigating officer fills in the information indicating where the vehicle is damaged.

Joy Moon fights for safer child car seats

By Robin Burgess

The sight of a small child standing upright on the front seat of a moving car or clambering over the back seat gives Joy Moon nightmares.

Few people know better than Mrs. Moon what can happen to an unrestrained child in a collision.

This Toronto housewife has spent more than five years educating government and parents on the benefits of car seats for children.

It's a campaign that has taken Mrs. Moon all across Canada. It has changed her from a stay-at-home wife and mother to a seasoned public speaker and expert on child safety.

Campaign headquarters is her home in downtown Toronto. Here, surrounded by boxes of reports, piles of letters and articles and two or three types of child car seats, Joy Moon talked about her career as a "crusading mother of two" — why she got involved; the hardships and victories along the way.

Not surprising, Mrs. Moon's first introduction to the issue of children's car seats was as a mother concerned about the safety of her own child.

At the time, there were lots of child seats on the market, Mrs. Moon recalled. But with no government regulations or standards, many of the seats being sold as child protectors were no better than "junk."

"My husband started poking his fingers into the head rests. There was about two inches of foam rubber on the headrest of one car seat. And if you pushed in about a quarter of an inch, you felt

tip of a screw. It was an inch and a half long screw anchored in from the back to hold on the cardboard. They hadn't bothered to cut it off."

Although the fight was already on for Mrs. Moon, her real transformation from a concerned mother to a crusader and activist took place the next year.

It was triggered by a news item about the death of a three-month-old child, killed when the adult holding the infant in the front seat was thrown forward during a sudden stop.

It was then Mrs. Moon decided that if any one was going to do something about child restraints, it would have to be her.

She called Walter Reynolds, safety director with the then Ontario Department of Transport, who put her in



article, the Consumers' Association of Canada (CAC) set up a committee to examine the problem of children's car seats. When no one could be found to serve as chairman, Mrs. Moon agreed to take on the job.

With CAC backing, she talked to parents and professional groups in Ontario and other provinces. In 1973, when CAC won a LIP grant to work on the campaign, it was Mrs. Moon who travelled from Toronto to Victoria, talking to parents in every major city en route.

For six months, two rooms in the Moon home were turned into offices and Mrs. Moon, along with five hired researchers, poured over accident statistics looking for accidents involving children. The object — to discover why a child died in one accident and lived in another.

For Joy Moon, the campaign had become a full-time, unpaid job.

Regular household chores had to be fitted in between reading research reports from all over the world, giving lectures, and answering phone calls from concerned parents from coast to coast.

It wasn't until the spring of 1975 that the pressure began to ease, after the CAC opened a fulltime office staffed by two volunteers to answer phone enquiries on child restraints.

Now, after more than five years of fighting, Mrs. Moon and the CAC have chalked up some substantial victories.

Today, largely through the efforts of Joy Moon and her colleagues, there is a standard for children's car seats in Canada.



touch with Mrs. Bess Wares, a public relations officer in his office.

It was Mrs. Wares who, in effect, launched Mrs. Moon on a career as a public crusader and spokeswoman when she arranged an interview with The Canadian Press.

In that interview, for the first time, Joy Moon publicly urged parents to restrain their children when travelling by car. She also urged the government to introduce standards for children's car seats in an effort "to get junk seats off the market."

Two days after the story appeared in newspapers across Canada, Mrs. Moon went into hospital to give birth to their second child. By the time she got home, there were 150 letters waiting for her from all over the country.

Things were beginning to happen. After seeing the response to Mrs. Moon's



Cops top sculpture contest



Photo courtesy Timmins Press

The buckle up snow sculpture shown above won first prize for the local Ontario Provincial Police detachment in the Kap Carnival ice sculpture contest held last winter in Kapuskasing. Water, snow, lots of paint and 64 off-duty man hours went into the masterpiece. Responsible for the art work are (from left to right): Sgt. Jack Burke; Constables Gary Spooner, Orval Tremblay and Gilles Labrie. Corporal John Bromilow and Constable John Dutkiewicz, both very much involved in the project, are absent.

Coming Events

May 1-7 — Child Safety Week.

May 16-19 — Ontario Traffic Conference, Connaught Hotel, Hamilton, Ontario.

July 1-7 — Safe Boating Week.

July 25-31 — Farm Safety Week.

Sept. 12-16 — Roads and Transportation Association of Canada Annual Conference, Quebec Hilton Hotel, Quebec City.

October 3-6 — Canada Safety Council's 8th Annual Conference, Ottawa, Ontario.

Letters to the Editor

Dear sir:

Since ever seat belts were put in cars, neither my wife nor I have moved out of our driveway unless we were buckled up. We both heartily endorse the new legislation which makes the wearing of seat belts mandatory.

This past winter, I had occasion to drive to Fanshawe College in London and left there shortly after 8 p.m. for Toronto via 401. Overhead it was clear and starry. A high wind was blowing. There was no problem. Having for many years been associated with the motor transport industry, I was happy to keep a safe distance behind a tractor-trailer outfit, never above 50 and usually between 40 and 45 on account of road conditions.

As I was nearing the Ingersoll area a stretch of glare ice and a sudden sweep of almost gale force wind combined to send my car careening across the left hand (passing) lane, into and across the rough median and on to the passing lane of the west-bound highway. There was a terrific noise and when it stopped I was surprised to find I was alive. I was calm but a wee bit disoriented as the car had turned over and come to a stop wheels up. Immediately upon realizing that I was upside down I searched for and released the catch of my seat belt, then found and turned off the ignition switch.

I couldn't get out of the car but within seconds (or minutes) it seemed flares were all around me. I tapped on the window to attract attention. Those good people out there lifted my car up sufficiently to open a door so that, with their help, I was able to crawl out. An officer of the O.P.P. Woodstock detachment was right there. I learned later that many accidents occurred in the Ingersoll-Woodstock area that night.

When I crossed the median out of control and overturned on the left hand west bound lane a tractor-trailer was just about on me. The driver took evasive action and must have missed my car by inches. His outfit came to stop upright, fortunately, in the median.

Because I was wearing a seat belt (lap and shoulder) I didn't get a scratch. I remained conscious. If I hadn't been "buckled up" undoubtedly, at the best, I would have been knocked unconscious and would not have been able to turn off the ignition switch and thus reduce the possibility of fire.

Please keep insisting that Ontario motorists "buckle up" in compliance with the recent amendments to The Highway Traffic Act.

Sincerely,
Alex Smith
Co-ordinator
Educational Activities
Ontario Trucking Association
Toronto

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Hon. James Snow, Minister.

H. F. Gilbert, Deputy Minister.

Editor, Christopher Carroll.

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ontario traffic safety

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Introducing Sam, the Safety Duck

Sometime this fall, a new character will waddle into the Ministry of Transportation and Communications' school safety program.

Called Sam, the Safety Duck, this farmyard fowl is the product of the imaginative mind of Harry Burke in the Ministry's Graphic Arts Section. And he'll promote the new GO Safely logo and slogan in his safety sermons.

His first public appearance will be at the Ministry's display during the Canadian National Exhibition this year. There he will talk with the public from a television screen set up at the GO Safely booth. With the help of an attractive assistant, Sam will answer questions relating to traffic safety and expound on the good sense of the rules of the road.

Incidentally, Sam's introduction to the Ministry's school safety program does not mean the demise of that pudgy pachyderm, Elmer the Safety Elephant.

Elmer will continue to extoll the virtues of traffic safety to pre-school and primary grade school children, while Sam promotes traffic safety among older public school children and their parents.



Seat belts protect Mississauga student

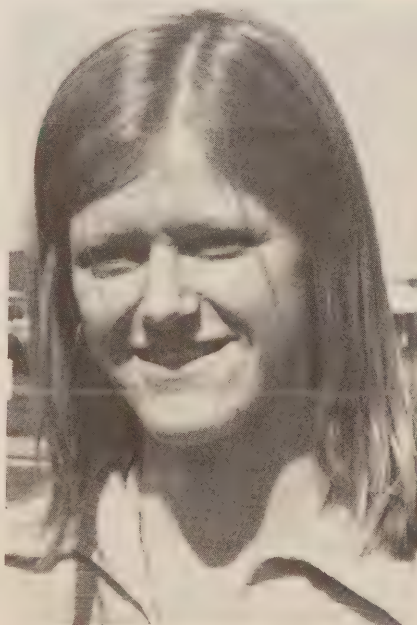
On March 10th, 1976, Suzanne Chaddock, an 18-year-old student was involved in a serious car accident near her home in Mississauga.

Fortunately, she escaped with only minor injuries because she was wearing her seat belt. It could have been much worse.

According to Suzanne, she was waiting for an oncoming car to pass so she could make a left-hand turn, when she noticed a car speeding toward her in the rear-view mirror.

"I remember the whole thing," she said. "I knew the car was going to hit me; it was only about three feet away. My first reaction was to hit the gas pedal to get out of the way, but it was too late. I was hit before I had a chance to do anything."

Miss Chaddock said the vehicle plowed into the back of her car at an estimated speed of 60 mph, throwing her car 175 feet



Suzanne Chaddock

Highway death rate down 33.6 per cent

Ontario's new mandatory seat belt law appears to be having a dramatic effect on the number of people killed and injured in traffic accidents across the province.

According to figures released by Transportation and Communications Minister James Snow, the number of drivers and passengers killed in motor vehicle accidents during the first three months of this year was down 33.6 per cent over the same period a year ago.

In actual figures, 170 drivers and passengers were killed through the first three months of 1976, while 256 died in January, February and March 1975.

The number of drivers and passengers injured was down 18.7 per cent during the corresponding period, representing 1,000 fewer injuries per month to the end of March 1976.

(Continued on page 7)

Snowmobiler's training course well underway

A course aimed at producing Ontario's first certified snowmobile driver instructors is being developed by the Ministry of Transportation and Communications and the Ontario Safety League.

Participants in the program will be drawn from the Ontario Federation of Snowmobile Clubs which includes about 400 organizations across the province.

Funded by a \$20,000 subsidy from MTC, the course will include instructional techniques, the laws and regulations which apply to snowmobiling techniques and emergency situations.

The aim of the program is to qualify about 1200 instructors from across the province, said Brian Caldwell, MTC's Manager of Program Planning of Drivers and Vehicles.

The graduates in turn will offer snowmobile driver training courses to anyone interested. Those who are 12 years of age or more who take the course and pass an examination will qualify for a motorized snow vehicle operator's licence.

This new licence allows:

- 12-year-olds and up to drive a snowmobile along a public trail;
- 14-year-olds and up to drive a snowmobile along a public trail or across a highway;
- 16-year-olds and up to drive a snowmobile along a public trail, across or along a highway.

Initially, the OSL will train 18 Federation members. Each will be taken from a different region of the province and called an "area instructor," said Mr. Caldwell.

The 18 area instructors will then offer the course to about 1200 people selected largely from the member clubs of the Federation, who in turn will train applicants for the motorized snow vehicle operator's licence.

"Anyone interested in learning about the safe operation of a snowmobile is welcome to take the course. We simply won't issue a licence to anyone under the age of 12," said Mr. Caldwell.

"The safety league is writing the course. We're consulting with them on the format and we'll approve the course for area instructors, club instructors and the people who want or need to take the course."



CNIB favours new seat belt legislation

The Canadian National Institute for the Blind says that 79 per cent of traffic accident victims who suffered eye damage since 1969 in Canada were not wearing seat belts.

Susan Henninghausen, co-ordinating consultant for the Prevention of Blindness and Eye Service, said that of the 43 cases involved nearly half are totally blind.

Seat belts have been proven to hold occupants in place during a collision, most cases preventing them from hitting the windshield or interior of the car, said Miss Henninghausen.

Any accident where you are thrown against the dashboard may crush the bonnet socket around the eyes. Thus you damage your eyes and often require cosmetic facial surgery," she said.

"People can lose their sight even in minor accidents. So I think it is very important to wear a seat belt at all times while driving in a car.

"If we can save one life it's worth it. We have this law. Losing one's sight results in a lifetime of anguish for the individual and family. And the cost of rehabilitation laid on the taxpayer."

It's the law

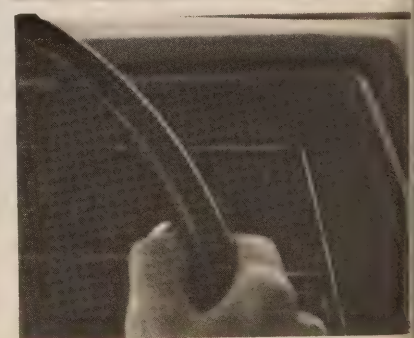
Motorists are reminded that cyclists and moped riders are legally entitled to *half* of the roadway — it's the law.

Like cars, trucks and buses, bicycles and mopeds are considered "vehicles" under Ontario's Highway Traffic Act. And the same rules of the road apply to drivers of all vehicles.

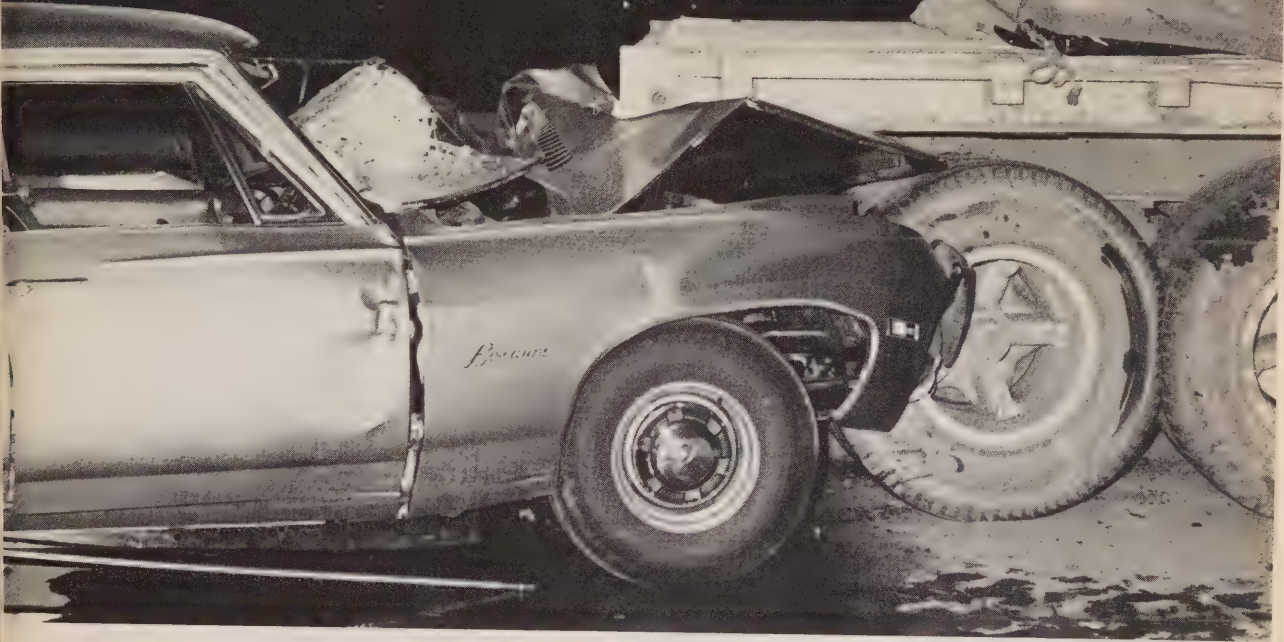
Cyclists and moped riders are not required to drive on the shoulder of any road to allow a motor vehicle to pass.

When overtaking a bicycle or moped, the driver of a motor vehicle must turn out to the left as far as necessary to avoid a collision. Leave the right lane only when it is safe to do so. Signal your intentions.

Although legally entitled to half of the roadway, cyclists and moped riders should drive as close as possible to the righthand side of the road and in single file.



Stopping Distances



Failure to leave enough space between your car and the vehicle ahead is a common driving error. Too often it ends in a rear end collision. Or worse. In 1974, for example, there were almost 2,000 motor vehicle accidents in Ontario resulting from motorists following too closely.

How can these needless and often tragic mishaps be prevented?

The problem centres around the driver's ability to stop the vehicle.

According to the American Automobile Association (AAA), the driver must know the factors which determine his stopping distance under any particular set of driving conditions.

Driver Control

The total stopping distance, the AAA points out, consists primarily of two basic elements — reaction time distance, and braking distance. The driver has some control over the first element and a great deal of control over the second. By exercising this control, a driver can reduce the stopping distance and prevent an accident.

Reaction time is the distance travelled between the time the driver sights a danger and the time the brake is applied. The distance travelled depends on the time required for this action and the speed of the car. Generally, the AAA says, it takes three-quarters of a second for an individual to make a simple reaction such as hitting the brake when a child steps in front of the car.

Be alert

Factors which can affect the reaction time include fatigue, alcohol, age, and most important, attention. A driver can greatly reduce reaction time by concentrating on driving and being especially alert where driving hazards are likely to occur such as at intersections or driving by parked cars.

Reaction distance depends not only on the reaction time, but on car speed. While a driver may not be able to do much about reaction time, one can readily control the vehicle speed. In short, reduced speed, reduces reaction distance.

The other element involved in bringing a car to a halt is braking distance. It also depends on the vehicle speed, as well as the

force slowing the car down — the friction between brake linings and brake drums. Or if the brakes are good enough to skid the tires, then the friction between the tires and road surface.

A number of factors affect the amount of drag force developed by the brakes: conditions of the brake drums and linings; moisture, oil and other substances in the brakes; pressure applied to the brake pedal.

If the brakes are in good repair and produce enough drag to stop the wheels, then the braking force depends on the condition and nature of the tires and road surface. Some of the factors affecting this include: type of surface — asphalt, concrete, gravel, etc.; air and surface temperature; moisture, snow, ice or foreign material on the road surface, as well as traction devices such as chains.

Takes time

What all this means, of course, is that a driver cannot stop on a dime. Even on dry roads, one travels a long way from the time one sees danger, recognizes it, decides to stop and applies the brakes.

Summer Travel Tips

For many Ontario residents, the summer months are a time for travelling — weekend jaunts to the cottage country; that special trip; a visit to grandma's or a drive down a quiet country lane.

Needless to say, after this year's long, cold winter, these trips are a pleasant break in the routine. But remember, the more time spent on the highways, the greater the chances of being involved in a motor vehicle collision.

Where ever your vacation plans take you this summer, drive defensively. And always observe the rules of the road. To help make your travelling safe and comfortable this summer, here are a few sound motoring tips:

- Good vacation planning means having major details of the trip — route maps and accommodation — arranged well in advance.
- Make sure your car is in top operating condition. Have the motor, clutch, brakes, transmission, cooling system and steering gear checked by a competent mechanic. Make absolutely sure your tires are safe.
- Store luggage and other items securely in the car. Loose objects, particularly those on the rear window deck, can fly forward causing serious injury to car occupants in a sudden stop.
- Vacationing motorists should be aware that driving conditions can vary from one area to another. Changes in the weather, road conditions and pedestrians habits, often require changes in driving patterns.
- When travelling through unfamiliar city areas, try to avoid rush-hour traffic. It makes good sense to stop on the outskirts of the city to study your map. Write down key turns.
- When in the city, be alert for one-way streets, left-turn lanes, pedestrian crosswalks and other unusual traffic engineering features.



- Country roads often mean high-crown blacktop, narrow culverts, soft shoulders, gravelly crossroads and excessive road oil. Watch for these driving hazards and keep a sharp eye out for farm vehicles.
- On long trips, start and stop early, planning no more than eight hours behind the wheel. Share the driving if possible.
- If your windshield is dirty, probably your headlights are too. Ask the service station attendant to clean them when he cleans your windshield.
- Remember, you are now required to wear

seat belts in motor vehicles driven on Ontario roads. Make sure everyone in your car is buckled up. It's the driver's responsibility to ensure that children from age 5 to age 16 wear seat belts.

- Speed limits are lower on Ontario roads this year. Observe all posted speed limits as well as other traffic rules.
- Finally, in the rush to vacation areas, never hesitate to yield the right-of-way, even if you feel you are in the right. Remember, being in "the right" is not worth an accident.



Trailer

Trailers are a common sight on Ontario roads during the summer months. If you are hauling a trailer on the highway this summer, remember to periodically pull over and enable other motorists to pass.

Too often, long lines of traffic build up behind a slower-moving vehicle towing a trailer. The safe, courteous thing for you to do is to signal your intentions and pull over on the shoulder of the road until the line of cars has passed.

Freeway Driving

Travelling Ontario freeways is one of the best ways of getting around the province quickly and safely. According to the Ministry of Transportation and Communications, the accident rate on Ontario freeways is well below the provincial average.

When entering a freeway, stay in the acceleration lane. Accelerate as quickly as possible to the freeway speed. This will enable you to merge smoothly with the freeway traffic. Drivers already on the freeway, must adjust their speed to allow those entering to merge safely.

When travelling on these multi-lane highways, keep up with the traffic stream. Obey posted speed limits. At higher speeds you must not react quickly enough in an emergency. Keep your distance of one car length for every 10 miles of speed. Leave more distance in unfavourable road and weather conditions.

Always avoid lane hopping. Stay in your lane unless overtaking and passing another vehicle. Signal lane changes long before you change — not at the last second. Do not impede or block faster moving traffic by driving in the passing lane. Do not straddle two lanes.

Although you can pass on the right, do so only with caution. Motorists do not expect others to pass on the right, and they may not see you in time.

Guard against highway fatigue. Steady speed, less activity, engine drone and fixed staring all reduce alertness. Plan ahead for regular rest stops. If you tire, pull into a rest area or leave the freeway entirely.

In an emergency — a breakdown or tire trouble — get as far off the road as possible. Cars on the shoulders are often involved in accidents.

When leaving a freeway, know precisely where you're going and enter into the proper lane for your exit in plenty of time. Watch for signs and choose the correct exit. Signal your intention to turn. Reduce speed in the deceleration lane, *not* in the freeway lanes.

On the exit ramps, safe speeds are usually indicated. Always check your ramp speed on your speedometer. Even 40 miles an hour will feel like a crawl after freeway speeds. So be ready to adjust to two-way traffic conditions.



Aircraft Patrol

Motorists travelling highways under surveillance by OPP aircraft patrol are reminded to stay well within posted speed limits. If they don't, there is a good chance they'll be handed a traffic ticket.

According to the police, the aircraft patrol is very accurate. And there is little hope of getting off. There has never been a case thrown out of court on technical grounds.

Highways under OPP aircraft surveillance are readily identified by the special "T"-shaped markers placed one-quarter of a mile apart along the edge of the pavement. The time it takes you to travel the distance between the two markers indicates your speed to the officer in the plane.

OPP aircraft patrol units are currently based in London, Burlington, Downsview, Barrie, Ottawa and Sudbury.



Motorcycling . . .

Novice learns "there's no margin for error!"

by Robin Burgess

Teaching novice motorcyclists how to ride a motorcycle on the street and survive is what the two-day Canada Safety Council Motorcycle Training Course is all about. It is available in Ontario through the Ontario Safety League.

The course runs every weekend through the summer. I was one of 16 would-be bikers in the first course of the season.

My reasons for taking the course were straightforward.

As the new owner of a smart little 160 c.c. Ducati, I was anxious to learn as much as I could about riding a motorcycle safely before taking my bike on the road.

Being a public relations officer for MTC, I knew the hard facts about motorcycle riding: the accident rate for motorcyclists is higher than for those operating any other vehicle on the road. And the greatest number of accidents happen to novice motorcyclists.

The Safety Council course seemed to be the ideal way to learn to ride and survive from experienced motorcyclists with years of actual street riding behind them. But, it's no course for slackers, I quickly discovered.

From the time we all arrived at Downsview Canadian Forces Base parking lot at 9:00 a.m., shivering in the rain of a chilly Saturday morning to Sunday night at 6:00 — 16 hours in all — the pace was strictly non-stop.

It had to be. We had a lot to learn.

The course is designed for raw novices who have never been on motorcycles before. So the initial day was devoted to learning to handle the bikes — 12 125 c.c. Hondas and Suzukis provided by dealers.

In groups of four under the tender care of one of the five instructors, we practised basic braking and learned by heart the seven steps involved in starting a motorcycle.

"Last year, my students called me 'Sarge.' You're going to find out why," our instructor warned us ominously before laying down the guidelines that would hold for the next two days: Never start a motorcycle without at least 50 feet clearance in front of you. No "hotdogging." Always remove the key when you leave the bike.

As the course progressed, that list grew.

By the first evening we were all, with varying degrees of competence, able to

start a motorcycle, change gears, turn left or right, signalling properly (including that very important shoulder check).

We'd also had a chance to try some difficult manoeuvres such as weaving in and out of markers, starting and stopping on a hill, slow riding, and riding with a passenger on the back.

At the same time, we'd added some do's and don'ts to the list such as: Always shoulder check before taking off or turning; always signal turns crisply and well in advance.

Sunday, we spent the morning learning defensive driving techniques — such as emergency braking and collision avoidance — and listening while our instructor Ken Morgan, talked about motorcycle maintenance and what to look for when buying a bike. (Subtitled: "Don't be fooled by a shiny appearance.")

Finally, came the moment we'd all been waiting for — the road run around the streets of Downsview Canadian Forces Base.

Heads bulging with all the old do's and don'ts plus a few new ones (always keep to the left part of the lane to avoid being shoved onto the shoulder; remember the

speed limit is 30 m.p.h. not 10 m.p.h. K. to it), we pulled out onto the road in a brave line flanked by instructors front and rear and spot checking in between.

And suddenly for the first time I was feeling hit me: "Hey, I'm riding a motorcycle!" And the euphoria lasted until the first time I was pulled over and tongue lashed by an instructor for not signalling properly.

Back at the parking lot it was the rain and teeter-totter (meant to simulate obstacles you may encounter in the roadway and can't avoid).

At last came the test to see how many of us were competent and confident enough to try for their MTC motorcycle licence.

Talking in small groups before heading off home, we asked each other the same thing over and over: "Can you imagine a number of novice motorcycle riders who just jump on a bike and take it out on the road?"

Frightening.

We all agreed. If the Motorcycle Training Course did nothing else it taught us that there's much more to riding a motorcycle than most people realize.

It taught us something else too: On a motorcycle there's no margin for error.



"There's much more to riding a motorcycle than most people realize," says MTC public relations officer Robin Burgess after taking the Canadian Safety Council's motorcycle training course.

Hitch-hiking hazards highlighted at OTC Hamilton meeting

The value of good traffic safety educational programs was well demonstrated recently at the 27th annual Ontario Traffic Conference (OTC) in Hamilton.

A two-hour presentation by the OTC Safety Officers' Committee gave delegates and a class of grade seven students an important look at the dangers of hitch-hiking.

Entitled "Thumbs Down," the workshop included a slide show, a typical classroom lesson on hitch-hiking and a panel discussion.

The slide show, a fictitious documentary developed especially for the three-day convention, graphically illustrated how easy it is for hitch-hikers to thumb their way into a dangerous, if not fatal, situation. In the film, a young girl is tragically beaten after accepting a ride with a stranger.

Following the slide show, Ron Peraziana, a safety officer with the Hamilton-Niagara Regional Police, gave his opinion on hitch-hiking to the students from Ryerson Senior Public School in Hamilton.

"Hitch-hiking, he told the students, is extremely dangerous because too often it ends in death for the hitch-hiker. He cited examples from newspaper clippings and described in detail police investigations of such tragedies.

"No one can stop you from hitch-hiking, not even the police," Constable Peraziana said. "All we can do is warn you that it can be dangerous. After that, it's up to you."

His lecture had a visible effect on the students. Before the presentation, they were obviously excited about escaping the room to attend the convention. But after the slide show and lecture, they filed quietly from the room, impressed with what they had learned.

The delegates were also caught up in the session. This was particularly evident in the number of questions put to the panel after their informative talk on various aspects of hitch-hiking.

Members of the panel included assistant city attorney Anton Zuraw; North York councillor Mel Lastman; Dr. Sheldon Geller of the Ontario Ministry of Health; and Ken MacKay, vice-principal of Ryerson Senior Public School.

In all, "Thumbs Down" was a well-received and valuable lesson for everyone.

Tire Maintenance



Check your tires. Don't let a blow-out leave you flat.

Belts Save Mississauga student (continued from page 1)

into a ditch, where it came to rest atop a large sewer pipe.

"My car was totally destroyed," she said. "The whole front seat was torn loose from its moorings. The mechanic said the only thing that prevented me from going through the windshield was my seat belt."

Needless to say, Suzanne Chaddock is now a "firm believer" in seat belts; she is convinced they do save lives and prevent injuries in motor vehicle accidents.

Miss Chaddock did not, however, always hold this view. In fact, she had written to the Ministry of Transportation and Communications last winter calling for "the reversal" of Ontario's new mandatory seat belt law.

In her letter, Miss Chaddock agreed that while seat belts may have saved many lives, no mention had been made of the number of people who survived an auto crash because they were not wearing seat belts. She concluded:

"As you know, everyone does not agree with this law. I believe it is the option of the driver and passenger to decide for themselves whether or not to wear seat belts."

"I hope this letter will be joined by others and help in the reversal of this law."

Since the accident, however, Miss Chaddock has changed her mind about the legislation and she wrote again "to retract" the statements made in her original letter.

In her second letter, Miss Chaddock said:

"Today, I consider myself very fortunate

to be alive... I congratulate you on a terrific law and I sincerely hope others realize how valuable seat belts are."

Needless to say, Ministry officials were pleased Miss Chaddock had taken the time to report her experience and were thankful she was not seriously injured. Perhaps, there is a lesson in this story for all of us.

Coroner's jury recommends increased enforcement of mandatory seat belt law

The law making the wearing of seat belts mandatory should "be more actively enforced" was the recommendation of the jury at the coroner's inquest into the death of a 19-year-old Tillsonburg youth.

The youth died last winter when the truck in which he was a passenger rolled over. He sustained head injuries resulting in death.

A mechanical engineer and traffic safety expert with one of the major automobile manufacturers said he felt that the accident would never have resulted in death had the seat belts installed in the truck been worn.

When the youth was found by the ambulance attendants, his head was pinned between the truck door and the cab roof.

After a 40-minute deliberation, the jury recommended that "if the lap seat belt had been worn, and worn properly, we feel that the accident would not have caused death."



Waterloo Regional Police Safety Officer Art Vinandy poses with the winners of a safety poster contest in Galt, part of a program undertaken in an effort to make area residents more safety conscious. Contest winners Marie Russo (left), a grade 6 student, and Joe DaCosta (right), a grade 4 student, each won a 10-speed bicycle.

Coming Events

- July 1-7 — Safe Boating Week
- July 25-31 — Farm Safety Week
- August 24-27 — Canadian Association of Chiefs of Police annual conference, Nova Scotian Hotel, Halifax.
- September — Roads and Transportation Association of Canada annual conference, Quebec Hilton Hotel, Quebec City.
- October 3-6 — Canada Safety Council annual conference, Skyline Hotel, Ottawa.

Community support boost Galt safety poster program

Promoting safety, especially traffic safety, can be an easy task for any community. All it takes is a little effort and cooperation.

This fact was clearly demonstrated recently in Galt, where local members of business, industry, the police and Radio Station CFTJ Cambridge combined resources in an effort to make area residents more safety conscious.

"We wanted the community to be safety-minded," said Waterloo Regional Police Safety Officer Art Vinandy. "The radio station broadcast safety messages and local school children were asked to participate in a safety poster contest."

There was an overwhelming response from the children, who were required to draw a safety poster, write a safety story beside it, and then forward it to the radio station.

"I judged the posters," Vinandy said. "Every week, I picked winners and presented them with prizes. At the end of the six-week contest, I had a difficult job. . . I viewed 1,136 posters to pick winners, one girl and one boy."

Marie Russo, a grade 6 student at St. Anne's School and Joe DaCosta, a grade 4 student at St. Patrick's School were the winners. Each were presented with a 10-speed bicycle.

Marie's poster was on bicycle and car safety, while Joe's winner reminded viewers that care must be taken on thin ice.

Remember moped regulations

If you own a moped, or are planning to ride one this summer, make sure you know the rules governing these motor-assisted bicycles.

- Moped drivers must possess either an Ontario driver's licence or 365-day temporary instruction permit.
- Licence plates are required for mopeds. The plates issued upon payment of annual \$5 registration fee, must be attached to the rear of the vehicle.
- When applying for a moped licence, the owner must establish his ownership, show the bill of sale from the dealer and proof of insurance. Otherwise, the owner must pay an additional per cent fee of \$60 for an uninsured motor vehicle fee receipt.
- Although helmets are not yet compulsory, it is recommended that moped drivers wear some type of head protection.

ontario traffic safety

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Hon. James Snow, Minister.
H. F. Gilbert, Deputy Minister.

Editor, Christopher Carroll.

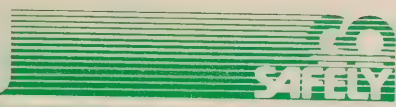
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Ministry of
Transportation and
Communications

ontario traffic safety

Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario

Motorists: STOP for crossing guards!

An amendment to The Highway Traffic Act of Ontario now requires motorists to stop for school crossing guards assisting children across a street.

The new legislation, effective September 1, 1976, defines a school crossing guard as a person 16 years of age or older employed by a municipality to direct the movement of children across a highway.

To stop traffic, a crossing guard must display a special school crossing stop sign prescribed by the Ministry of Transportation and Communications. No other than a school crossing guard can use this sign.

The stop signs are to be used only on roads with speed limits of 40 miles per hour or less. Motorists failing to stop for the guard are liable to a fine of not less than \$20 and not more than \$100.

The legislation does not apply to school safety patrols, an organization of selected students from upper elementary grades which also helps children cross streets.

School safety patrols are not school crossing guards. They do not have the authority to stop traffic, nor are they permitted to leave the sidewalk or shoulder of a road.

The sole duty of a school safety patrol member is to hold children back on the sidewalk or shoulder until it is safe to cross.

When it is safe, a school safety patrol member sends the children across. But he remains on the sidewalk or shoulder, ready to deal with the next group of children as they come to the patrol point.

Under another amendment to the act, motorcyclists on Ontario roads are now required to turn on their front and rear lights day and night when on the highway. This regulation came into effect July 1, 1976.



Fewer deaths and injuries reported

Ontario's mandatory seat belt law and lower speed limit regulations continue to have a dramatic effect on the number of motorists killed and injured in traffic accidents across the province, says Transportation and Communications Minister James Snow.

"There were 66 fewer drivers and passengers killed and 6,765 fewer injured in motor vehicle accidents during the first six months of this year, compared to the same period a year ago," the Minister said.

"Considering that the death and injury toll has been on the increase for a number of years, I'm certainly encouraged by these figures."

"It's obvious the legislation is helping to reduce the carnage on provincial streets and highways. I hope the trend continues."

Statistically, 445 drivers and passengers were killed over the first six months of this year compared to 511 a year ago, a drop of 12.9 percent.

The number of drivers and passengers injured is down 18.4 per cent. Altogether, 30,022 people were hurt in traffic accidents through the first six months of 1976, compared to 36,787 in 1975.

The total number of accidents were down slightly during the first half of 1976.

(Continued on page 2)

Select committee studies traffic safety problems

By Robin Burgess

Why is the highway death and injury toll in Ontario rising so rapidly year by year? And what can be done to stop it?

Those are the big questions Fred Young, chairman of the recently appointed Ontario Select Committee on Highway Safety and his colleagues will be trying to answer over the next few months.

Mr. Young, MPP from Yorkview, and a man who describes highway safety as his longtime "hobby" feels they're particularly pertinent questions right now.

"The fact is that over the last decade or so the death toll on our highways has been rising steadily," Mr. Young said. "Accident and property damage rates have been going up until insurance premiums are almost prohibitive. Medical costs have also been skyrocketing to a prohibitive level. And so much of that medical cost, both doctor and hospital costs, are caused on the highway."

Deaths (Continued from page 1)

— 99,164 compared to 100,057 in 1975.

Mr. Snow said the number of motorists using seat belts in Ontario is four times greater than before the mandatory seat belt legislation came into effect January 1, 1976.

"A study undertaken by the Ministry in June reveals that 64-65 per cent of all motorists are wearing seat belts," he said. "This compares with only 17 per cent before the legislation was enacted."

Mr. Snow pointed out, however, the usage rate has fallen since the law was first enforced in February, when it reached a high of 77 per cent province wide.

"Belt use across the province has dropped about 11 per cent," he said. "Whether it will stabilize at that level, increase again, or drop further, remains to be seen."

Mr. Snow also took exception to an American study which reported that belt use in Ontario had dropped to 51 per cent.

He said the survey method used in the American study — observing driver belt use from the sidewalk as cars stop or slow down — tends to under-estimate seat belt use.

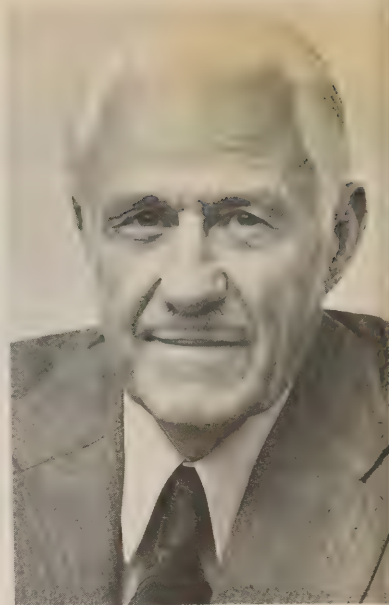
Studies by the Ministry indicate that belt use figures obtained this way are low by nine to 10 percent, compared to the more reliable roadside survey method used for most of MTC's surveys.

The committee, set up May 25, is an all-party committee with 13 members. Other members include: Ted Bounsall, MPP Windsor-Sandwich; Mike Breagh, MPP Oshawa; William Ferrier, MPP Cochrane South; Philip Givens, MPP Armourdale; Jack Johnson, MPP Wellington-Dufferin-Peel; R. Douglas Kennedy, MPP Mississauga South; Lorne Maeck, MPP Parry Sound; George McCague, MPP Dufferin-Simcoe; Bob MacKenzie, MPP Hamilton East; Robert Nixon, MPP Brant-Oxford-Norfolk; Keith Norton, MPP Kingston and the Islands; and Jack Riddell, MPP Huron-Middlesex.

The committee has been given a general mandate by the Legislature to "study the overall question of highway safety in all its phases." Members have been instructed to have an interim report ready by the end of September. A final report should be completed by mid-winter.

Following the final report, Mr. Young said he hopes there will be an on-going committee constituted to continue the Select Committee's work.

In the meantime, with only a limited time frame in which to work, obviously the Committee is going to have to give priority to certain specific issues.



Fred Young

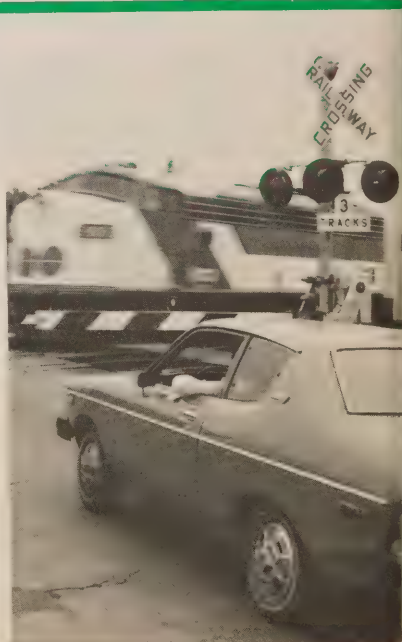
One of the most important problems members will be examining is the rise in deaths and accidents caused by drinking drivers.

"About half the drivers today who killed on the road are in some involved with alcohol," Mr. Young said. "Now that means that we have to change drivers' attitude towards drinking, hopefully cutting down on the number of people who are actually drinking driving."

(Continued on page 2)

It's the Law

Motorists are reminded that no vehicle may be driven through, around or under a crossing gate or barrier at a railway crossing while the gate or barrier is closed, or is being opened or closed — it's the law. At level railway crossings, slow down, listen, and look both ways to make sure the way is clear before attempting to cross the tracks. If a train is approaching, stop not less than 15 feet from the nearest track. It should also be remembered that buses are required by law to stop at all railway crossings that are not protected by gates or signals. Accidents at these locations do occur. In 1975, for example there were 328 motor vehicle accidents at railway crossings across the province; 22 fatal accidents and 125 personal injury accidents.



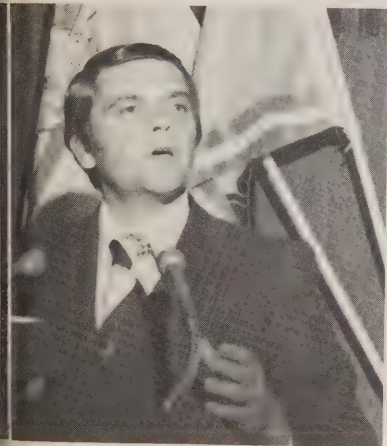
Conference concerned about drinking driver

Make no mistake, there is a growing concern among Canadians over alcohol abuse, particularly when it involves the drinking driver.

What's more, even the most casual observer at Informaction '76 would come away with the distinct impression that there are many people determined to do something about it.

The largest meeting of its kind ever held in Canada, Informaction '76 was the title of the 11th annual conference of the Canadian Foundation on Alcohol and Drug Dependencies (CFADD). Held in Toronto, it was hosted this year by the Addiction Research Foundation of Ontario.

An estimated 650 scientists, physicians, health and social workers, treatment personnel and politicians from across Canada, as well as from the United States and Europe, attended the week-long conference.



Terry Jones

Ontario MPP Terry Jones told delegates that the provincial government was considering raising the drinking age to 19, "as a result of his study into the use and abuse of alcohol by young people.

"There is no doubt," he said, "that since the age of majority was lowered to 18, the serious problems related to alcohol are affecting a younger and younger population."

Mr. Jones, the Parliamentary Assistant to the Provincial Secretary for Social Development, said the study, undertaken by the Ontario Youth Secretariat, found that 73 per cent of high school students are drinking alcohol, and that over half of the young people in grade 7 are drinking, some heavily.



Informaction '76 received good press coverage during the week-long conference. Here Dr. Michelle Cousineau of Montreal is interviewed by a CBC French television network crew on location at the Royal York Hotel.

"Since 97 per cent of all high school students in Ontario are 18 years of age or under, we believe that raising the legal drinking age to 19 will go far to remove alcohol from the high schools," Mr. Jones said.

Ernest Pass of the Nova Scotia Registry of Motor Vehicles pointed out that alcohol-involved drivers account for 54 per cent of all fatal crashes in Canada and cost taxpayers \$360 million annually.

He wants legislators to lower the legal blood alcohol level from .08 per cent to .05 per cent, and he urged reinforcement of drinking-driving detection methods to help police get drinkers off the roads.

He also recommended compulsory participation in educational-rehabilitative programs for drinking drivers and a follow-up procedure accompanied by conditional driver licensing.

Mel Lastman, mayor of North York, said "traffic accidents are by far the worst form of violence anywhere in North America . . . and if we want to do something about it, we have to find a way to get drunk drivers off the road."

Mayor Lastman's recommendations included year-round spot checks by police, photographs on driver licences, portable breathalyzers in taverns, and a return to a legal drinking age of 21.

He also said insurance companies can play a major role in the battle against drinking drivers through deductible

clauses written into insurance policies that take effect in an accident involving a drinking driver.

Reg Warren of the Traffic Injury Research Foundation of Canada revealed some startling figures about the probability of young drinking drivers being killed in a motor vehicle accident.

"Impaired drivers age 16 and 17 are 165 times more likely to die in a motor vehicle collision than the average non-impaired driver," he said. The risk factor for those age 18 and 19 is 70.

Drunk driver gets murder rap

A report in Traffic Safety, a US National Safety Council publication, says a jury in Montgomery, Ala., has convicted a driver of first degree murder and sentenced him to life imprisonment because he was drunk when his automobile struck another car, killing a teenager.

The driver was convicted under the "universal malice" provision of the Alabama Homicide Statute.

On hearing the verdict, District Attorney James E. Evans said: "The juries of Montgomery County are trying to tell somebody they want something done about drunk drivers."

"Jaws" freeing trapped accident victims

By Naomi Callaghan

They've tagged it the "jaws of life."

It's not unlike a pair of garden clippers although it's larger and heavier.

And it can open up a mangled vehicle to rescue a trapped person in about one-quarter the time of conventional tools.

For the Quinte Rescue Squad, based in Corbyville — near Belleville — it's a highly effective tool that they added to their well-equipped operational van last February.

As co-captain Bob Pearce points out: "We want to do what we can for people in trouble and do it as quickly as possible."

Their dedication to rescue work is evident in the van. A converted OPP 'paddy wagon,' it contains all the tools of their trade, including a four-ton winch up front and a lighting system that can provide 2,000 watts to illuminate an accident area. It took the 19-man squad about three months to effect the conversion.

And it now includes the "jaws of life."

Officially it's a Hurst Rescue Tool — a one-man, hand-held, portable unit

that can open up vehicles as effectively as a can opener handles a tin can.

The "jaws" is about three feet long, has a 32-inch spread, weighs 67 pounds and can exert between 10 and 12,000 pounds pressure. Because of its 48 feet of hose it operates at a safe distance from its power source, thus eliminating the possibility of sparks and resulting fire.

And all members of the Quinte Rescue Squad are fire conscious because they double as volunteer firemen at the Corbyville unit of the Thurlow Fire Department.

The Rescue Squad is an amazing operation especially when you consider they have no grants to finance their operation and perform their services without remuneration. They do get paid as volunteer firemen, but only when acting in that capacity. The rescue work is strictly their own operation.

And they have developed a highly effective service on their own initiative. Take their "jaws" as an example. They first saw it advertised in a fireman's magazine. Then co-captain Bruce Gelsthrope saw it in operation during a

trip to the United States.

But for an operation that is completely volunteer and with no funds, the \$7,000 price tag was pretty steep. But these dedicated men — and their wives — didn't let that problem stop them for long.

They started a fund-raising blitz on their own with raffles. They then enlisted the aid of the local Belleville radio station. People and organizations from surrounding communities also pitched in to help.

The donations came in — often \$5 and \$150 at a time — from such unlikely sources as the Fish and Game Club, Kennel Club, the Elks Lodge, Newcomers Club and the Belleville Women's Sales and Ad Club.

In the end it added up to enough to pay for the "jaws of life."

Now they are starting to think about financing the purchase of cushions that can be inserted flat under a vehicle and then inflated to raise the vehicle. That way someone is trapped underneath it can be more easily rescued.

But the community effort to support the work of the Rescue Squad doesn't end there. Those who operate it work other jobs and their employers have accepted and backed the commitment they have made to the community.

All these volunteers live with a portable radio which alerts them when their services are needed. And that means all the time — at work, at home, even in their cars. Their employers accept this as well as granting them permission to leave if they have to respond to an emergency.

The squad started as part of the fire department in Corbyville in 1972. That restricted them to operating within their own boundaries. So, in 1974 they incorporated their operations as the Quinte Rescue Squad and can now operate across boundary lines. Although the logistics of travel to keep them closely confined within a five-mile radius of Corbyville, they can travel further if needed.

As a rescue squad they respond to fires in Thurlow Township, as well as requests for assistance from ambulance operations and the OPP.



Once the Quinte Rescue Squad saw the capabilities of this special power tool for rescuing trapped victims from wrecked cars, they added one to their well-equipped van shown in the background.



They have two alternate drivers picked from volunteers who live within 10 miles from the fire station where the rescue van is housed. The driver and at least one or two other men are usually heading for the emergency within four minutes of receiving the first call.

But nothing is left to chance. Captains and other members of the squad head first for the station until they hear the "10-8" which indicates the unit is mobile. Then they are on their way to the scene of the accident.

They are equipped to handle — and be assisted at — fires, train wrecks, vehicle accidents and water mishaps. They are even equipped with their own

code — an unwritten one — is

"move quickly." As Pearce summed up: "We'd rather be called as soon as someone hears of an accident — even if it turns out that we are not needed — than arrive too late to help."

Members are trained in first aid, and take refresher courses every year. But they feel that this is a secondary part of their job. Primarily they help rescue people, then turn any victims over to more qualified medical help.

But they can and do provide medical help if necessary. They carry first aid equipment, stretchers, air splints, and fracture boards.

One of their concerns at the moment is that they are not covered personally for injuries they might sustain during the course of a rescue operation. But

that hasn't stopped them yet, although they are looking into the possibility of obtaining insurance coverage to protect themselves.

Their service has grown over the years from five calls in 1972 to 36 calls last year. This year they have responded to only 10 or 11 calls and feel the reduced speed limit may be having some effect on the number of calls.

Their greatest asset is the fact that they are always prepared — and willing — to respond to any call for help in their area.

And yes — they do watch TV's "Emergency" and as Pearce commented, "We've learned a few things from it — including some tips on how to operate the 'jaws'."

Hospitals admit fewer highway accident victims

Ontario's new mandatory seat belt law and lower speed limit regulations appear to be having an effect on the number of people admitted to hospital with injuries resulting from motor vehicle accidents.

At least, that's the opinion of Dr. Robert McMurtry, director of emergency services at Sunnybrook Medical Centre in Toronto.

"I don't think there is any question that there has been a reduction in the number of people killed and seriously injured in motor vehicle accidents since the new legislation came into effect," Dr. McMurtry said.



Dr. Robert McMurtry

"Although a careful study needs to be done to support this view, there is no doubt that we are seeing fewer accident victims here."

He said an interesting situation exists regarding Sunnybrook's new, experimental Regional Trauma Unit.

"We expected to see numerous car crash victims in the unit, but those we looked after during our first month of operation were all admitted for other causes — motorcycle accident victims and suicide attempts," Dr. McMurtry said.

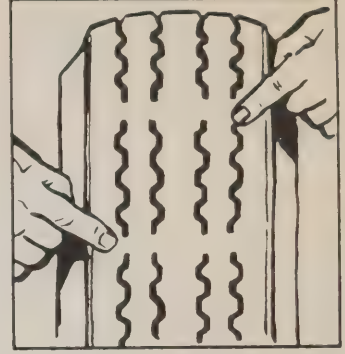
He also pointed out that doctors in co-operating hospitals within the trauma unit's area of operation northeast of Toronto also believe the legislation is helping to reduce the number and severity of auto crash injuries.

It's a trend that is occurring all across the province. Hospitals in Hamilton, Toronto, North Bay, and London have reported similar reductions in the number of motor vehicle accident patients.

SAFETY CHECK YOUR TIRES

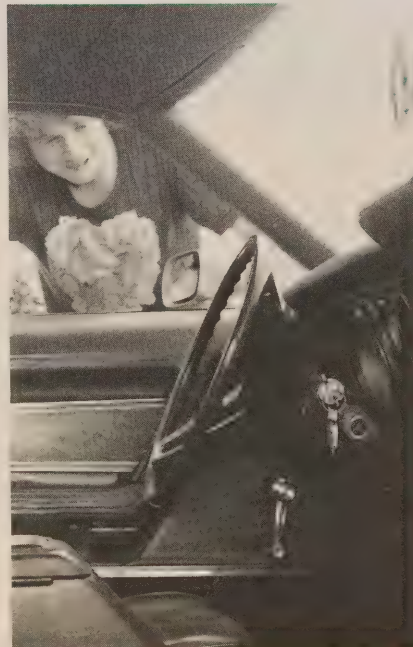


Tread worn below 1/16" depth in center grooves, or where ply cord shows. Measure depth with bottom edge of a penny. If you can see the bottom of the word Canada, replace tires.



Tread worn down to the level of tread wear indicators, built into late model tires, which appear as solid bands across the tread surface.

Auto theft easy when keys left in car, provincial police figures indicate



Far too many motorists are making it easy for a thief to drive away in their car.

At least, that's how it looks after a quick review of Ontario Provincial Police figures on stolen cars. Here are some of the facts:

- About 25,000 cars are stolen each year in Ontario.
- 40 per cent of the cars stolen had keys left in the ignition.
- 80 per cent were left unlocked.
- 80 per cent were stolen for transportation, usually joyriding.
- 12 per cent were stolen for parts resale.
- 8 per cent were stolen for use in bank and enter, bank robbery and other crimes.
- Over 50 per cent of car thefts are from residential areas.
- About two-thirds of the cars are taken at night.

Needless to say, it's obvious a great many car thefts could be prevented if motorists simply remembered to close windows, lock the doors and pocket keys every time they leave their cars unattended.

Driver Education

Handicapped learn to drive

By Madelaine Drohan

They don't want to advertise the fact that they are handicapped. But they don't want to hide it either.

The car they drive just says "Student driver".

It's a Driver Education Course for the handicapped at the Ontario Crippled Children's Centre. And for the six people involved, it's a dream come true.

Margaret Young, a senior therapist at the Centre, is the co-ordinator and the creator of the program. She talks about the course with obvious enthusiasm.

"We felt our primary need was to offer an opportunity for adolescents where it had been denied them previously. Many of them can take driver education in the classroom, but there hasn't been any chance to take the in-car lessons with people who understand their disabilities."

Travelling around the city is an expensive proposition for handicapped people. They cannot always use public transportation, thus are forced to take either a cab or the wheelchair bus — both

of which are expensive (a round trip in the wheelchair bus is \$12.00). Thus, getting a driver's licence will give the handicapped a chance to get out more often.

Students taking the course learn to drive with hand controls. The controls are designed by Ken Labram, a Vancouver engineer who is a paraplegic himself. They consist of a single lever controlling both gas and brakes (push away from you for brake, pull towards you for gas).

Relatively inexpensive (\$115.00), the controls must be ordered to fit a particular make and model of car. They cannot be switched from car to car.

Hand controls are no more hazardous than foot controls. "After staff and instructors tried them out," says Margaret Young, "we were pleasantly surprised at how natural they did feel."

The six students who take the course were chosen out of 40 applicants — on the basis of their education, and the extent of their handicap.

Young explained that for the first group they chose people with good upper extremities because they must have suffi-



Margaret Young

cient strength to both turn the wheel and the hand controls. Students were asked to pay a fee of \$75.00, which is slightly lower than most driving school fees.

The Centre is not certain that this fee will be adequate. "The problem is," says Young, "that we would like to keep it within reach of the handicapped, the people who really need it."

One of the boys taking the course is being funded by the Ministry of Community and Social Services. He is on a work-training program. Once he gets his licence, he can go out and join the working world, instead of staying at home and collecting his disability and pension.

The car that the course is now using is on loan from the Centre until a permanent vehicle is available.

Eventually they would like to get a van. "But that will be much later," says Young, "we're having a hard enough time just getting a car."

At the moment students receive 25 hours classroom lessons, 20 hours in-car observation, and 10 hours in-car practical experience. Their practice time might have to be extended allowing them to build their confidence, a problem arising from the fact students don't have their own car to practise with between lessons.

If the program is successful — and there seems to be a definite need for it — the Centre is hoping to acquire a simulator, to help them teach additional students.

The simulator determines whether a person's reflexes are fast enough to drive, without taking the chance of having them operate on a road. This is especially important in the case of unco-ordinated, handicapped people.



Learning to drive is a dream come true for Paula Ashmead, 25, one of six students taking the first driver education course for the handicapped at the Ontario Crippled Children's Centre in Toronto.

OPP contest winners



Ontario Provincial Police Commissioner H.H. Graham poses with the three young winners of this year's OPP safety poster contest, undertaken in co-operation with the Ontario Road Builders' Association in an effort to remind motorists of the need for safety at road construction sites. From left to right are: Myron Jarema, 13, of Strathroy; Stephen Van Velzen, 12, of St. Catharines; and Lawrie Robb, 7, of Thunder Bay. The winners were treated to a two-day visit to Toronto. More than 60,000 youngsters entered the poster draw.

Coming events

Sept. 12-16 — Roads and Transportation Association of Canada annual conference, Quebec Hilton Hotel, Quebec City.

October 3-6 — Canada Safety Council annual conference, Skyline Hotel, Ottawa.

October 25-29 — Fleet Safety Supervisors course, Ontario Safety League.

October 29-30 — Advanced Techniques in Fleet Safety Management course, Ontario Safety League.

Letters to the Editor

Dear Sir:

In the May-June issue some emphasis is laid on the importance of motorists obeying the rules of the road with regard to pedestrians and cyclists. Now that cyclists are becoming more numerous, I hope you will give equal emphasis to the same rules of the road being observed by cyclists.

It appears to me there are far too many cyclists who use highways in a very free and easy manner without proper regard for The Highway Traffic Act: they ride the wrong way on one way streets; do not wait for traffic lights to turn green; do not signal their turns; do not look for following or approaching traffic before making left turns; and many do not seem to care whether or not they have proper lights for their bicycles to illuminate them at night.

Yours truly
C.B.N. Swanston
Stratford

Select Committee (Continued from page 2)

The committee will be focussing on other important driver-related problems too, such as developing better-trained and therefore, less accident-prone drivers.

At the same time, members will be looking into the relations of law enforcement to the rising accident rate; the role the committee can play in encouraging highway safety; and reviewing Ontario's motor vehicle inspection program.

They also will be examining ways of improving the safety of the province's county and municipal roads.

Another important question the committee hopes to have answered for in its interim report is: what, if any, kind of helmet should be mandatory for moped drivers?

The committee has already heard from federal and provincial ministries and police about the kind of problems they're facing and the type of research going on in the field of traffic safety.

"The next step involves getting ideas and feedback from the people of Ontario," Mr. Young said. In that regard, committee members have been inviting presentations and holding public hearings in many provincial centres.

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Look out! Hallowe'en's a spooky night, So, beware of little ghosts and goblins

During the fall months, inclement weather and early hours of darkness, not to mention ghosts and goblins, all make driving conditions extremely hazardous for the unwary motorist.

But traffic accidents can be prevented, even during this trying time of year. Here are a few reminders that will help you stay alive and prevent death or injury to others, especially the careless little witch who forgets traffic safety rule while making her annual Hallowe'en rounds:

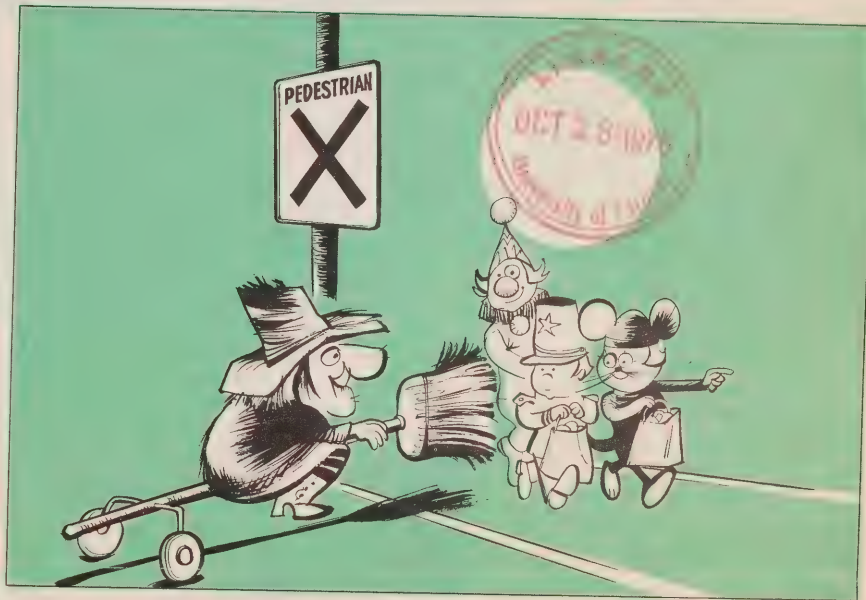
- If you're travelling through suburban streets or rural towns on Hallowe'en Eve, proceed with caution. In the excitement of making his rounds, a careless child may run into the street unexpectedly from between parked cars.

- Watch for children wearing dark costumes. Sometimes parents fail to dress their children in white-coloured clothing. They are difficult to see. Hallowe'en masks can also obscure a child's vision, preventing him from seeing an oncoming car.

- Adjust your driving habits to suit weather conditions. On wet, slippery roads, slow down and leave more space between your car and the vehicle ahead. Good drivers allow at least one car length for each 10 miles per hour of car speed.

- Remember, headlight use is required under the law from one-half hour after sunset to one-half hour before sunrise, and at any time when visibility prevents you from clearly seeing persons or vehicles at a distance of 500 feet. You can see and be seen better using low beams in fog, snow or heavy rain.

- Watch for fallen leaves on the roadway. In wet weather, they are slippery. Also avoid driving through leaves piled against the curb. It's a favourite hiding place for small children.



This sign reminds Quebec motorists they must buckle-up. Anyone unable to wear a seat belt for medical reasons and children under 5 years old or 50 pounds are exempt.

Following Ontario's lead, Quebec has become the second Canadian province to enact mandatory seat belt legislation requiring motorists to buckle up in vehicles driven on provincial streets and highways.

Under Quebec's law, effective August 15, 1976, all drivers and front-seat passengers must wear seat belts in cars manufactured after January 1, 1971.

Those failing to comply with the law are liable to a fine of not more than \$20, plus court costs.

Motorists are exempt from wearing the shoulder harness in vehicles manufactured prior to January 1, 1974.

Ontario introduces new dump truck inspection program

An inspection program for dump trucks was introduced in Ontario in September by the Ministry of Transportation and Communications.

Under this program all loaded dump trucks on a highway must display a windshield sticker as evidence the vehicle has undergone inspection and met the prescribed standards.

"The new inspection program will ensure that all dump trucks and tractors pulling dump trailers undergo periodic inspection and meet prescribed safety inspection standards," said Minister of Transportation and Communications James Snow.

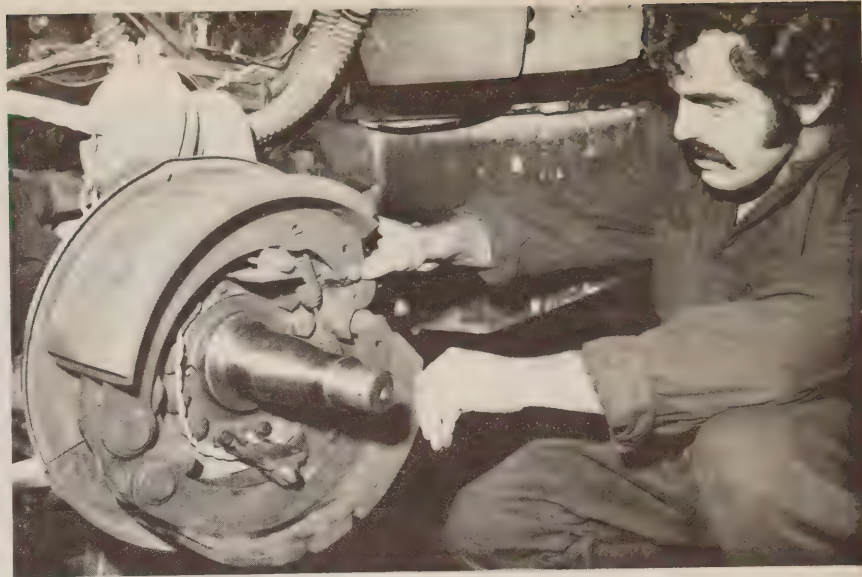
He added: "This Ministry's objective isn't to take dump trucks off the road, but have mechanical defects corrected, resulting in safer vehicles on public roads."

The inspection sticker issued will be valid until December 31, 1976. Mandatory twice annual inspections are planned for 1977.

On the sale or transfer of a dump truck where the owner has obtained a safety standards certificate, the new owner will be issued an inspection sticker.

Inspections may be carried out at any motor vehicle inspection station authorized to inspect heavy vehicles.

There are 3,500 licensed stations throughout the province, including service stations, car-truck dealerships and garages.



"Seatbelts save lives," Snow tells U.S.A.

Ontario's mandatory seat belt law, and its beneficial effects, are attracting a good deal of attention.

Ministry of Transportation and Communications officials say they are receiving an increasing number of requests from other jurisdictions for in-depth information regarding Ontario's legislation and its results.

In fact, Transportation and Communications Minister James Snow recently travelled to Washington, D.C., to appear at a public hearing on motor vehicle occupant-crash protection. The Minister was invited by

William T. Coleman, Secretary of Transportation for the U.S. Department of Transportation.

In his report, Snow said Ontario's seat belt law was largely responsible for a dramatic reduction in the number of motorists killed and injured on provincial streets and highways.

During the first six months of this year, there were 66 fewer drivers and passengers killed and 6,765 fewer injured in motor vehicle accidents across the province, compared to the same period a year ago.

It's the Law

Motorists are reminded they must stop when approaching a chrome-yellow school bus with red lights flashing front and rear, regardless of posted speed limits - it's the law.

Failure to stop for a school bus with its alternating red signal lights flashing carries a penalty of four demerit points and a maximum fine of \$100.

The law applies everywhere - on highways, country roads, city, town or village streets - except on multi-lane highways with a median barrier. On these, only the vehicles behind the school bus must stop on seeing the flashing red lights.

A median barrier means the portion of a highway constructed to separate traffic travelling in one direction from traffic travelling in the opposite direction. The median barrier is a physical barrier, or an unpaved strip of ground.



School children have more protection with bus and foot patrollers on the job

By Susan Bright

Ontario cares about safety. That's evident from the support being given to the student school bus and foot patrol groups in operation across the province.

Backed by an excellent safety record, these patrols are set up to protect the lives of school children, according to Pat Curran, manager of Public Information for the Ontario Motor League.

Although the OML has been involved in the program since 1938, its success is due largely to the co-operation of a number of groups, she explained.

"We require the help of the school boards, the police and the public as well as the children themselves," said Curran.

Patroller controls students

A patroller's job is to control and direct his or her fellow students — not the traffic.

This protects both the safety and liability of the patroller as he has no legal authority to stop traffic.

Patrollers are chosen by a teacher once the school board has approved the program.

Senior students are selected on the basis of leadership qualities. And they must be good students as their duties may involve regular school time.

Once chosen, they must obtain their parents' written permission to take on the job. They are then trained by a teacher and local police officers.

A captain is elected by the other patrollers, once training is complete. He assigns positions and replaces absentee patrollers from a reserve.

Captains and co-captains may attend a one-week summer camp where they are trained in normal duties, as well as emergency situation measures and first aid.

The camp has been in operation since 1970 and was held last summer at Camp Samac in Oshawa.

Mix of training, recreation

"The training is well-mixed with swimming and recreation. The police look after the children's instruction and it sets up a fantastic rapport between the police and the patrollers," said Curran.

When school resumes in the fall, patrollers are given a white and blaze orange arm band and belt and a raincoat, to make them easily



Patrol captains and co-captains are trained in routine and emergency duties at an annual one-week summer camp, held this year at Camp Samac in Oshawa.

visible both to children and motorists.

Foot patrols are set up in several traffic situations and can consist of up to three patrollers, depending on the particular location.

Helps children cross safely

It is the foot patroller's responsibility to keep children off the street until it is safe to cross. This is done by standing one step back from the curb, arms upraised, to prevent students from darting out into the roadway.

The patroller waits for a gap in the traffic. When he is certain the students have enough time to cross safely, the patroller lowers his arms and steps aside.

This is the signal for children to cross. Raising his arms once again, he prevents other children approaching the intersection, from crossing the street.

Foot patrols are located at:

- non-protected intersections (no signal lights etc.).
- non-intersections with high traffic volumes.
- busy intersections where a policeman is directing traffic. (Here the patroller works under the officer's direction.)
- pedestrian cross-walks — even in this situation the patroller does not stop traffic.

- T-shaped intersections.

Bus patrollers, on the other hand, assist children to get on and off school buses safely as well as ensuring that everyone behaves during the ride. They usually work in pairs.

At each loading and unloading point, one patroller helps the children cross the street, while the other checks to make sure nothing is left behind.

MTC produces 3 shows on patrols

Three instructional slide shows on school safety patrols have been produced by the Ministry of Transportation and Communications for use by police and interested safety groups.

These include two slide shows for children, one outlining the duties of bus safety patrollers and the other the duties of foot safety patrollers; and a slide show for adults explaining the functions of both types of safety patrols.

The shows are available through MTC, Public and Safety Information Branch, 1201 Wilson Avenue, Downsview, Ontario, M3M 1J8.

QEW "eyes in sky" keep traffic moving

By George Martin

Despite a substantial increase in traffic volume, TV "eyes in sky" and ramp control lights along the four miles of the Queen Elizabeth Way between Oakville and Mississauga's east limits keep the morning rush hour traffic moving.

And most drivers seem to like it, according to Minister of Transportation and Communications James Snow.

"As the result of a survey my Ministry began in January, we discovered that about 65 per cent of Oakville and Mississauga motorist-commuters using the eastbound QEW are in favour of the metering of traffic lights to control ramp traffic flow."

The five entrance ramps in the area have a traffic lights system that permits a few vehicles at a time to join the rush hour traffic flow on the QEW. By creating short backups on these ramps, long and sometimes dangerous backups on the super highway can be avoided.

MTC traffic control officials say there's an average of 107,000 vehicles using the QEW in both directions at the east limits of Mississauga each day. During the summer this goes up to 111,500.

"One fact that came through was that about 80 per cent of the Oakville-Mississauga rush-hour commuters didn't know anything about the TV surveillance and hadn't noticed the TV cameras along the QEW," said Mr. Snow.

"When they were told, their reaction was positive. Especially when it was made clear that the TV cameras were not law enforcement 'Big Brother is Watching You' devices, but a system to help achieve a smoother flow

of the rush-hour traffic."

Five TV-type cameras on top of 50-foot poles rotate and scan and zoom-in on a 4-mile stretch of the Queen Elizabeth Way.

The cameras are part of what eventually will be a computer-operated system that regulates the flow of eastbound traffic entering the QEW from Southdown Road, Mississauga Road, and Highway 10. What they see is flashed to five monitors at the Ontario Provincial Police control centre in Port Credit.

Police and Ministry officials can then size up the situation, determine how the traffic is flowing, spot accidents and disabled vehicles.

Joe Gleason, head of MTC's traffic control office, says "When we introduced the metering system we had some difficulty convincing the public that it could work. But the survey and our own research indicates it is now generally accepted and does work."

"However, we have had people in the Oakville-Mississauga area say to us 'Well, with all your sophisticated equipment, it still seems to take me the same time to get to Toronto in the morning as it did before you installed it.' And in our survey about 60 per cent reported no change in travelling time during the morning rush hour."

"What many people don't realize is that there has been a tremendous population and car growth in these communities."

"For example, traffic entering from the south at Mississauga Road has increased from 800 to 1,370 vehicles each morning. Thus, we're actually handling far more cars on the QEW. Yet, with the new system we're maintaining a better traffic flow than there was before those extra cars came along. Without

some control it could have been chaos."

Something new has been added. A central computer control with an automatic accident detector has been installed in the O.P.P.'s Port Credit control centre as a further aid to traffic flow.

This new computer "polls" highway detectors 50 times a second, 24 hours a day. It quickly spots any disruption in the traffic flow — such as an accident or a stalled vehicle — and sends an immediate alarm to the control centre.

Now the O.P.P. is able to react quickly — get to the injured, or have a disabled vehicle removed from the traffic stream.

MTC expects 90 percent accuracy in detecting accidents or incidents along the four-mile stretch with the system.

The O.P.P. has already had a dramatic emergency experience, using the present surveillance and control system to help clear a traffic path for three emergency ambulances rushing three seriously injured children from Oakville to Toronto's Sick Children's Hospital last April.

MTC Minister Snow feels that the QEW Surveillance Project is operating quite satisfactorily now.

"It appears that rush-hour main line speeds have improved, the capacity has increased the traffic flow is smoother with less erratic stop-and-go operations. And statistics indicate that accidents have been reduced."

"We hope that the information, experience and benefits gained from this QEW Surveillance Project can in the future be applied to other urban freeways in Ontario. The first application will be an extension in both directions of the area on the QEW," he concluded.



A system of ramp control lights and TV-type cameras regulates traffic entering the QEW between Oakville and Mississauga east limits.



At OPP control centre in Port Credit, police and Ministry officials monitor the traffic situation on the QEW on five TV screens.

Citizen Band Radio . . .

"It's the best insurance on the road"

One evening in August, trucker Bill Ash was driving east along the 401 on route to Kingston. Suddenly, between Port Hope and Newcastle his Citizen's Band radio crackled into life:

"There's a car coming down the wrong side of the highway." Pause. "The guy must be stoned right out of his mind. He's all over the road."

It was a dangerous situation. But Ash had enough warning to ease up on the accelerator, slow down and get over to the side of the road in time to avoid being hit by the runaway car.

Ash shakes his head as he talks about it today.

"I knew he was there because of the radio. If it hadn't been for the radio I could have come down there in the passing lane and not really realized he was there until I was right on top of him."

Ash is convinced his CB radio saved his life. He's one of a growing number of motorists who has discovered the advantages of CB radios in reducing the hazards of highway driving.

Long considered a communication system for truckers (channel 10 is still called the truckers' channel), in the last few years CB aerials have become a common sight on vehicles of all types and sizes from Volkswagens to transport rigs.

In the Toronto licensing area alone there are now about 33,000 CB'ers, up from 8,000 three years ago, according to veteran enthusiast Wes Good.

Wes and his wife Marg have been involved in CB for 12 years and have "mobiles" in each of their three vehicles as well as a "base station."

"I wouldn't drive a mile without my CB," says Good emphatically.

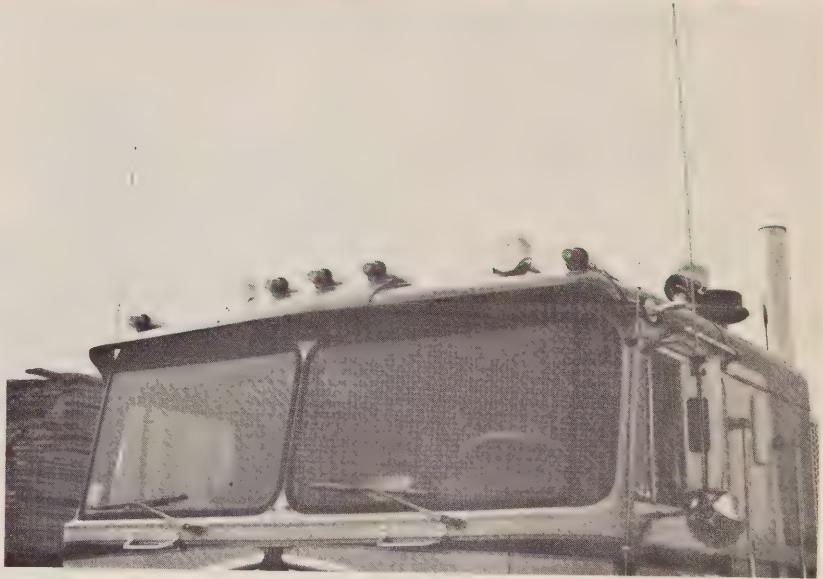
"A CB is company for you; it's also a warning if there's any problem on the road.

Andy Robertson, a former trucker and CB'er for nine years, goes further.

"I think it (CB) is becoming a necessity," he says.

"The best insurance you can have in your automobile, as far as I'm concerned, is a CB radio."

If a car or truck breaks down on the highway, help is right in the driver's hand and "he's not running three or



CB'ers can order special car plates

Radio operators in Ontario have the option of purchasing passenger vehicle licence plates that include their radio call number.

These special radio operator vehicle plates are available under the Ministry's current "own choice" licence plate program for a \$25 fee, over and above any other fees payable.

Plates identifying radio operators begin with VE3 followed by two or three alphabetical characters - for example, VE3-AB or VE3-ABC.

four miles looking for a phone at 2 o'clock in the morning."

At the same time, says Robertson, with a CB, a motorist has at least a four or five mile warning of accidents or tie-ups - enough to stop or take an alternate route.

But there's another important way in which CB radios can help to keep traffic statistics down, according to CB fans.

With a CB radio in his car, a motorist is not only able to avoid potentially hazardous situations on the highway -

he can help other motorists in trouble get assistance quickly. In particular, he can assist police and emergency vehicles in getting to accident scenes more promptly.

Generally, when a CB'er comes on an accident scene, he will radio to the nearest base station, usually located in someone's home. The CB'er manning the radio there can get in contact with police or an ambulance.

Andy Robertson, who mans a base station out of his Toronto shop, figures he's called the OPP in on about 12 or 13 accidents over the last six months.

When he's on the road, Robertson is also alert to radio information on accidents to other base stations over his mobile unit.

"If I can help somebody on the road, I will," says Robertson.

Wes Good says he has been personally involved in reporting "dozens" of accidents over the last 12 years.

Both Good and Robertson claim they're typical of most CB'ers.

"I think a lot of people are under the impression that CB'ers are a big bunch of bucket mouths who don't know what they're talking about. But I've found over my years of experience that a CB'er is going to be the first one there when you need him," says Robertson.

Fall Maintenance

Don't wait for winter – do it now. October is not too soon to prepare your car for winter driving conditions. To prevent cold weather breakdowns, make sure the items listed here are included on your fall maintenance check list.

Have a mechanic do the following:

- Give your car a general tune-up, including checking the timing, points, condenser (if applicable) and spark plugs;
- Change the oil and filter;
- Change the air filter if necessary;
- Inspect the heat riser valve;
- Change the PCV valve if necessary;
- Adjust the carburetor if required;
- Tighten or replace the belts;
- Replace the ignition wires if necessary;
- Check and change the anti-freeze solution;
- Inspect water hoses and exhaust system for leaks;
- Check battery charge and capacity, and thoroughly clean and grease battery terminals;
- Check the brake system and have

brakes adjusted or replaced if necessary.

Do the following yourself:

- Check to see all lights, turn signals and emergency flashers are operating properly – keep headlamps clean for greater visibility;
- Check windshield wiper blades and replace if more than one year old, or if they start to streak the windshield – keep an ample supply of windshield anti-freeze in your washer container;
- Make sure heater and defroster are working properly;
- Replace worn tires – buy snow tires of the same size and construction as your summer tires.

It's a good idea to carry the following items in your car during the winter months:

- reinforced tire chains for heavy snow conditions;
- sand or traction mats (make sure the sand is dry and store in plastic bags).
- small snow shovel;
- ice scraper and snow brush;
- flashlight;
- jumper cables;
- and a dry cloth.



Cold weather and snow often arrive unexpectedly. Winterize your car now and avoid back-ups at overburdened service stations and dealerships. By preparing for winter early, you'll insure a safer, less frustrating cold-weather driving season.

Do you know what it costs to run your car?

The cost of owning and operating an automobile these days should be enough to convince most motorists to drive safely.

According to the Canadian Automobile Association (CAA), it costs the average motorist who drives 10,000 miles annually \$2,025 a year just to keep his or her car on the road.

This does not include additional expenses resulting from a motor vehicle collision, or expensive repairs that can result when regular car maintenance is neglected.

"The cost of owning and operating an automobile is a major expense for Canada's 8.5 million car owners," the CAA says in an informative pamphlet entitled *Car Costs*.

"For some it may be their largest single expense, for many it is second only to food and housing."

In the pamphlet, the CAA explains how to calculate car costs by breaking expenses down into two categories – fixed and variable.

Variable items are directly related to the number of miles driven, how hard the car is used, and how much is spent on service and repair. They include gasoline and oil, maintenance and tires.

The cost of fuel and lubricant varies greatly, the CAA says. The best way to determine gas and oil costs is to develop your own figures.

An easy way is to fill the gas tank until fuel is visible in the filler neck. Record the odometer mileage. Drive normally until the tank is almost empty, then have it refilled to the same level.

Divide the number of miles driven since the start of the test by the number of gallons required to refill the tank. The result is the number of miles per gallon you are getting from your car.

You can test for oil consumption in the same way, but remember to add the complete cost of each oil change.

Maintenance costs depend on the year and model of vehicle, but can be accurately determined by keeping a record of all expenditures.

The cost of tires is also a variable item. The type of driving and the type of driver are both factors. High speeds, warm climates, hard cornering, rapid acceleration and quick stops all contribute to fast tire wear and increase car operation costs.

Fixed costs, the CAA says, are normal beyond the control of the motorist. Although they may vary from car to car and place to place, they change little with the amount or type of driving. Fixed costs include insurance, licence and registration fees and depreciation.

To determine insurance costs add policies directly related to car operation, such as public liability, property damage, collision, fire and theft and medical payment.

Licence and registration fees are treated as fixed annual costs. Federal and provincial sales taxes, the CAA says, should be considered as part of the total purchase price but not in calculating annual operating costs.

Depreciation, the association says, is the largest expense of owning a new or recent model car. It is the difference between the purchase price of your car and its selling price.

One method the average motorist might use to figure depreciation is to determine the cost outlay necessary to replace his car with a new one in the same price, class and with the same optional equipment.

Easy as 1-2-3

How to pass an Ontario driver exam

Learning to drive a vehicle safely and obtain a permanent driver's licence is as easy as one . . . two . . . three. Isn't it?

All you have to do is follow the steps, according to spokesmen at the driver examination centres.

But of the 400,000 people who attempted the required road test last year, nearly one-third failed.

Applicants blamed it on the driver examiner, weather conditions or the "other guy" – but rarely themselves, said Al Kotan, former supervisor of the Metro examination centre in Toronto.

However, the greatest cause of failure is that applicants are "unprepared", said David C. Vail, district examiner for Toronto West.

Kotan agreed.

"The cheapest and best way to prepare is still to study the Driver's Handbook and the booklet, Could You Pass an Ontario Driver Examination?" he said.

These two booklets are available free from all driver examination centres and MTC headquarters in Downsview.

The handbook contains tips on driving manoeuvres such as left and right turns, parking, backing up and other related traffic laws as well as insurance requirements and signs and signals.

Could You Pass? lists multiple-choice questions on traffic signs and rules of the road based on the material in the Driver's Handbook.

Once you have studied and learned the contents of the handbook, you are ready for step two – an application for an instruction permit.

This permit entitles the holder to drive with a licensed driver. It is designed to give a learner the opportunity to practise and is valid for 365 days.

You must be a minimum of 16 years of age to apply for an instruction permit. An applicant is given a form to fill out. He or she must provide proof of date of birth and proof of signature for identification purposes.

You will be required to pay a \$10 fee which covers the cost of the vision and written tests for the instruction permit and one road test (for permanent driver's licence).

The applicant's visual acuity, sharpness, peripheral vision and ability to distinguish colour is tested.

Next comes a written test. (Those who do not speak English or are unable to write may be given oral tests.)

It involves multiple-choice questions based on the material found in the Driver's Handbook. There is no time limit, but you must score at least 80 per cent to pass.

If you pass, you are given a validated instruction permit and your copy of the original application form. Then it's on to step three – the road test.

Book an appointment for a road test when you feel you are prepared meaning you feel you can safely operate a motor vehicle in all traffic conditions.

On the day of your road test, return to the centre with the form obtained previously.

You must give the dispatcher a description of the vehicle you will drive during the test, and its licence number. Make sure the car is in safe running order.

The examiner rides in the front seat beside you and gives simple verbal instructions, indicating the manoeuvres he or she wishes you to perform.

In some larger centres there are off-street test areas where the applicant is given a preliminary test.

Remember – if you are not prepared for the road test, you endanger

not only yourself but the lives of the driver examiner and the public.

During the 25 minute road test the examiner observes how the applicant handles the car, performs left and right turns, heeds signs and signals.

Any violation of The Highway Traffic Act constitutes a failure. "We're looking to see if they can operate the vehicle efficiently.

We're not saying that at the time a person passes a test the applicant must be an expert. But he or she must meet the minimum requirements for the safe operation of a vehicle," said Vail.

If you pass you are given a temporary licence – the permanent licence follows by mail.

If, however, you fail, the examiner explains why and you are given a copy of the score sheet – which illustrates errors and areas that need practice.

Study your mistakes and practise, advises Mr. Vail. When you are ready, book another road test. It will cost \$8.

A total of almost one million road and written tests were conducted across the province in 1975.

The Ministry has driver examination centres in most large urban areas in Ontario. It also conducts tests at travelling points on specific days.

In this last case, driver examiners are sent out to small towns to conduct tests. For instance, in Milton written and road tests are held each Tuesday at an Anglican church.

"Instead of the people coming to the centre, we bring the centre to the people," said Mr. Vail.



New regulations improve quality of emergency care

The Ontario Ministry of Health has taken steps to improve the quality of emergency health care for motor vehicle accident victims and others requiring ambulance services.

Under new regulations, all new full-time ambulance driver attendants across the province must qualify as an Emergency Medical Care Assistant (EMCA).

To qualify, ambulance driver attendants must complete an approved community college program, function satisfactorily in EMCA work for 12 months in an ambulance service, then pass a set of final and theoretical exams prepared by the Ministry.

Previously, ambulance drivers were simply required to have a first aid certificate, such as the St. John's Ambulance Senior or the Canadian Red Cross Standard.



Sam the Duck and old-time school bus share spotlight in new safety film

A new safety film designed to teach children the do's and don'ts of riding a school bus, will be available later this fall from MTC's Public and Safety Information Branch.

The 17-minute film, directed at public school children in the primary grades, was produced by Geoffrey Frazer.

Starring in the film will be Sam the Safety Duck, the MTC safety character first introduced to school children in the film "Sam the Safety Duck Learns to Drive a Bicycle."

Sam's new film is tentatively titled: "Sam

the Safety Duck Learns to Ride the School Bus."

One of the highlights in the film will be a sequence showing school children in old-time costumes travelling to school in a horse-drawn school bus.

The bus featured in the sequence was used to transport children to school in Savard Township near Kirkland Lake until 1948.

It was loaned to MTC for the film by the Savard Women's Institute.

Children riding the bus were recruited from T.S.A. Savard Sharpe Robillard School.

Coming Events

October 25-29 - Fleet Safety Supervisors Course, Ontario Safety League.

October 29-30 - Advanced Techniques in Fleet Safety. Management Course, Ontario Safety League.

November 21-23 - Ontario Trucking Association annual convention, Skyline Hotel, Rexdale.

December 1-7 - Safe Driving Week.

ontario traffic safety

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H. F. Gilbert, Deputy Minister.

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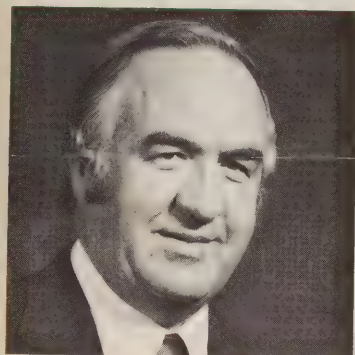


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ontario traffic safety

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A CHRISTMAS MESSAGE

Goodwill.

That's a word we hear over and over during the Christmas season.

And to my mind, nowhere is that spirit of goodwill more important than on the highways of our province.

By that I mean, taking extra care, showing extra concern behind the wheel of your car to ensure that Christmas this year is truly a time of joy and not tragedy.

Give yourself, your family and friends the best Christmas present yet - GO Safely this holiday season.

Better still, let's try and make it a GO Safely year in 1977.

On behalf of the Ministry of Transportation and Communications, I would like to extend to all the readers of Ontario Traffic Safety my very best wishes for a safe and happy Christmas season.

James Snow,
Minister of Transportation
and Communications

New portable breath-tester now in use in province

Drivers pulled over in spot checks in several Ontario centres this holiday season may find themselves blowing into a small box about the size of a loaf of bread instead of walking the traditional straight line.

The box is an ALERT, or Alcohol Level Evaluation Roadside Tester. It's the only portable breath-tester approved by Ottawa since the Criminal Code amendment allowing police to demand roadside breath tests from drivers they suspect have been drinking went into effect in Ontario and Alberta in September.

According to the manufacturer, at least three Ontario centres have already purchased one or more of the devices and more are on order.

It is designed to register the "zone" or range of impairment of the driver, said Ron Hallett of the Centre of Forensic Sciences in Toronto, a man who has been extensively involved in the laboratory testing of the device.

The ALERT is set so a green "pass" light goes on if the individual being tested has a blood alcohol reading of less than 50 milligrams of alcohol per 100 millilitres of blood (.05); a red "fail" light goes on if his blood alcohol reading is 100 milligrams per 100 millilitres or more. If the reading is between 50 and 100 milligrams, the individual will get a yellow "warning" light.

Doug Lucas, Director of the Centre of Forensic Sciences, explained it this way:

"In order to get a 'warn' on this instrument, a man weighing 150 pounds would have to drink about three bottles of beer within an hour," Lucas said. "In order to get a 'fail', he'd have to drink between four and five bottles of beer in an hour. One bottle of beer is not going to do it - or one drink."

The ALERT is only a screening device, Lucas emphasized. The results of the roadside test can't be used as evidence in court.

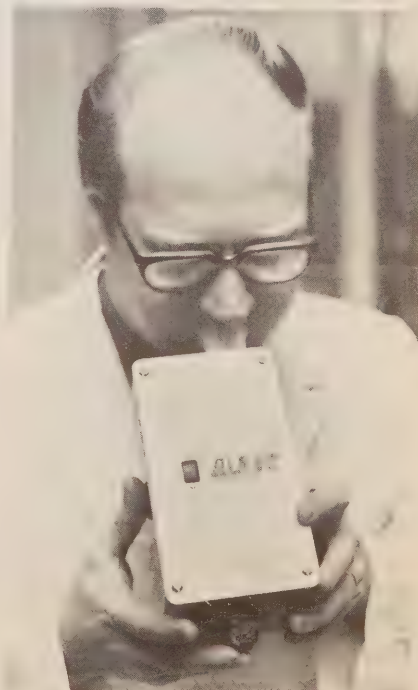
"It's simply a device to assist the police officer to make a decision."

Often it's difficult for police officers to recognize an impaired driver in the blood alcohol range of 90, 100 or 110 milligrams per 100 millilitres, Lucas said.

"The device is really designed to assist the police officer to identify those people and to be able to have sufficient grounds to take those people for a breathalyzer test."

In an effort to find out exactly how the

(continued on page 2)



Ron Hallett of the Centre of Forensic Sciences demonstrates the proper way to blow into the new roadside breathtester.

Patroller a winner in MTC bike draw

David Leschak, 10, of Willowdale, discovered that knowing bicycle safety rules can pay off.

David was one of 10 winners in this year's Ministry of Transportation and Communications CNE bicycle safety draw.

To enter, all contestants had to indicate on their entry cards with "x's" which of the bicycle riders pictured were disobeying basic safety rules.

Only cards with all the "x's" in the right place were eligible to win.

"David's been on cloud nine ever since he heard the news," said Mrs. Barbara Leschak, David's mother.

A Grade 5 student at Silverview Drive Public School, David is a school safety patroller this year, and hopes to be a patrol captain next year.

He and his friends learn about bicycle safety through their school safety program, said David. He pointed out proudly that Silverview boasts one of the best safety records of any school in North York — 17 accident-free years.

Along with David, Roger Joe, 12, of Toronto; Julie Bartman, 16, of Toronto; and Eva Johrden, 16, of Toronto all won 5-speed bikes in the MTC draw.

Winners of the two 10-speed bikes were John Watson, 14, of Barrie; and Misha Dubbeld, 22, of Toronto.

James Stewart, 6, of Marmora; Peter Ferraro Jr. of Woodbridge; L. Gillbert of Toronto; and Brenda Fullarton, 9, of Hamilton, each won a coaster bike.



David Leschak shows off the bike he won in the MTC bike draw at the CNE to pals Christopher Hawkins (far left), Lenny Occhiogrosso, Elmar Tannis and Mrs. Barbara Leschak.

ALERT comes to Ontario (Continued from page 1)

device operates in the field, the Centre of Forensic Sciences began a pilot project, November 15, involving selected Ontario Provincial Police officers in Owen Sound and police officers from No. 5 Traffic Division in Toronto and four testers — two in each area.

The project will run for three months — until February 13 — and is the first regulated test of the device in a field situation in Ontario, Lucas said.

From weekly reports sent in by the officers participating in the project, the Centre will be looking for answers to questions such as: What kind of training is necessary to operate the ALERT? And how does it stand up in the field, including all kinds of weather?

Two questions the researchers are particularly interested in are: What proportion of people are in the "warn" area? And, what's the best way to deal with those people?

Lucas called this one of the most difficult problems connected with the tester.

"There's a range in there of 50 to 100 milligrams of alcohol per 100 millilitres of blood where the police officer still has to make a decision what to do with the individual.

"If he's over 100 then he's going to take him to the police station. But if he's between 50 and 100 then he has to decide whether or not he's going to lay some other charge, or whether there's sufficient physical evidence of impairment to justify a charge anyway, or whether he's just going to release the person with a caution."

Another important question the researchers will be looking into, Lucas said, is: Does the

ALERT mean an increase in the number of drivers charged with impaired driving?

If the answer to that last question is "yes," that could mean a very serious impact on police manpower, he said.

"One charge takes a minimum of seven man-hours so you double your number of charges, you put a drain on your manpower. The police would like to know at this point what sort of a drain there is going to be."



Doug Lucas

Outside the police forces who have already ordered the testers, many of the police forces in the province seem to be taking a "wait and see" attitude to the ALERT testers, Lucas said.

Whether or not more police forces decide to purchase the testers will probably depend on the results of the pilot projects, he said.

Correction

The fastest way of finding out how many readers you have is to make a serious goof.

As the new OTS editor, I did just that in our September/October issue.

As all those indignant ham radio operators pointed out to me, it is not Citizen Band radio operators but Amateur Radio operators or "hams" who have the option of ordering special passenger vehicle licence plates that include their radio call number.

Sorry for the confusion. But believe me, it's a mistake I won't make again.

Ed.

TIRF Conference

Seatbelt law working, delegates told

By Naomi Callaghan

Traffic Injury Research Foundation: This medical-oriented Foundation was established in 1964 through the initiative of the Royal College of Physicians and Surgeons and with the active support of a number of other organizations concerned with the medical aspects of traffic accidents as a major health problem in Canada.

As their official research program states, automobile accidents today "clearly demonstrate major features characteristic of historic disease epidemics of the past."

Seat belts were a major topic of discussion at the 13th Annual Conference of the Traffic Injury Research Foundation which was held in Ottawa, October 6-8.

Among the topics discussed were attitudes towards seat belt legislation, evaluation of the effect in Ontario, reduction in chest injuries and the question of medical exemptions.

The results of a Canada-wide survey of attitudes towards seat belts was reported on by Ruth Heron, Road & Motor Vehicle Traffic Safety Branch, Transport Canada.

This survey brought favorable response except in Nova Scotia. Main objections were associated with personal liberty and a fear that seat belts are dangerous.

Attitudes were also the feature of the study by C. J. S. Wilde and L. Cunningham of Queen's University. Their results indicated that 26 per cent were wearing seat belts before the Ontario announcement of proposed legislation. This rose to 46 per cent after the announcement and averaged 62 per cent after legislation was in effect.

They made two further observations: That while attitudes went down, compliance with the law went up, and that a study should be made at why people do not buckle up.

Effect of law in Ontario

The effect of the legislation in Ontario was outlined by Jan Pierce of the Ministry of Transportation and Communications.

The conclusions were that the legislation is working, more people are wearing seat belts, belted drivers and passengers are experiencing a lower fatality and injury rate.

This was backed by a report on chest injuries by J. Hardwicke and H. Sachs of the Ottawa Civic Hospital.

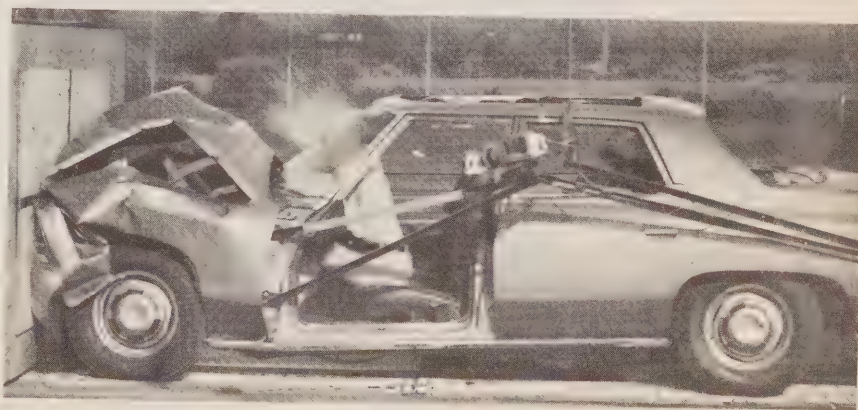
Chest injuries admitted to the Civic during the first five months of 1976 were compared

with similar injuries during that period in 1974 and 1975.

Although a limited study, the authors concluded that there was a significant drop in the number and severity of chest injuries from vehicle accidents since seat belt legislation had been introduced.

Admissions decreased by over 50 per cent with a further 75 per cent decrease in the length of time spent in hospital. This resulted in a saving of more than \$65,000 in hospital bed costs alone. If the trend continued, it could average out at \$150,000 over the year at this one hospital alone.

Drs. Hardwicke and Sachs also noted that, although no studies have been carried out, the general impression from other medical departments is that they are also experiencing a downward trend in severity of injuries when seat belts are worn.



Medical exemptions

The question of medical exemption from the use of seat belts was discussed by a panel of three medical doctors and a lawyer. The consensus was that there are few, if any, medical problems that warrant exemption from the seat belt law.

James Wiley, an Ottawa orthopaedic surgeon, pointed out that exemptions were a major dilemma for doctors because the grounds had to be acceptable in both a court of law and his medical peers.

Dr. Wiley suggested that a provincial committee of medical experts be set up to determine what medical conditions, if any, would warrant exemption.

W. R. Ghent, chief of surgery, Hotel Dieu Hospital, Kingston and chairman of the Canadian Medical Association's Committee on Emergency Medical Care, noted that he had a legal paper which his patients must sign before he will give them an exemption.

"Most of my patients who read the legal release suddenly find that they can struggle along and use the restraints," he added.

Dr. Ghent also suggested another deterrent to non-use would be to make all persons involved in an accident, and who are not wearing seat belts, financially responsible for their own medical costs.

James MacKenzie, a surgeon from Hamilton who is chairman of the Ontario Medical Association's Accidental Injury Committee, suggested that an alternative for doctors is to recommend that patients not drive or ride in cars until they have recovered sufficiently to wear seat belts.

Dr. MacKenzie also noted that he is on emergency call every Friday night and before the seat belt law, he was called in on two or three serious accident injuries each evening.

"After the introduction of the legislation,"

he continued, "I went for 15 straight Fridays without being called into the hospital."

Legal aspects

The legal aspects of the exemption question were presented by Peter Newcombe, an Ottawa lawyer. He pointed out that the responsibility for medical exemptions lies with the medical profession because no one else is qualified to do so.

But, he continued, if a doctor has a valid medical reason for refusing or granting an exemption, he is not running much of a risk of legal action.

He urged doctors to record the refusal or granting of an exemption on the medical records of his patients with a carefully documented reason for doing so. This could be important evidence if legal action was taken at a later date following an accident.

(First of two parts)

SNOWMOBILING: having winter



Snowmobile facts

Snowmobile accidents, injuries and deaths for the 1975-76 season were the lowest in five years, according to Minister of Transportation and Communications James Snow.

Compared to the 1974/75 season, there was a 5.1 per cent drop in the total number of collisions.

"There has been a 28.6 per cent decrease in fatal snowmobile collisions, plus a 13.5 per cent decrease in personal injury collisions; a 31.6 per cent drop in the number of persons killed and 15 per cent fewer persons injured," said Snow.

"This is encouraging, and I hope it's indicative of the greater attention snowmobilers are giving to the safe operation of their machines."

Of the 760 snowmobile collisions during the 75/76 season, 25 were fatal, 467 resulted in personal injury, and 268 involved property damage only.

In the 415 on-highway accidents, 30 drivers were under 16 and driving illegally. Fifty-two operators, 16 and over, did not have valid driver's licences.

"While fatalities and injuries are lower, what we should be aiming for are no fatalities and no injuries," said Snow. "And one big step I see in cutting down the statistics even further is the operation of the new snow vehicle drivers' courses."

Course available to 12-year-olds and up

For many Ontario residents, snowmobiling is a family affair — everyone gets into the fun from Dad down to Junior.

With that in mind, the Ontario Federation of Snowmobile Clubs and the Ontario Safety League in conjunction with the Ministry of Transportation and Communications, developed a snow vehicle operator's course. And it's available beginning this month, designed to teach snowmobilers as young as 12, the safe way to handle a snow vehicle.

The first training course for motorized snow vehicle area instructors was held in August.

Since then, area instructors have been involved in training local club instructors in their various snowmobile areas throughout the province.

Under the program, local instructors, in turn, train young snowmobilers between 12 and 16-years-old as well as older learners without driver's licences.

Approximately 400 local instructors should be ready to teach operator courses by then end of the year.

The operator's course includes instruction on winter survival techniques, emergency repairs and first aid as well as safe driving habits.

Material for the course such as instructors'

manuals, pamphlets, test papers, posters, wall charts and accident statistics are published by MTC and are available to course instructors from the OFSC's Course Committee.

Each successful graduate is issued a certificate of proficiency which he or she must take to a driver examination centre where it will be validated as a licence for a \$2 fee.

A snowmobile licence allows 12 and 13-year-old snowmobilers to drive on public trails; 14 and 15-year-old operators to drive on public trails and cross highways at a 90-degree angle; and those 16 or over (who do not have an Ontario driver's licence) to operate on public trails, cross highways at a 90-degree angle and drive on highways where permitted.

The snowmobile licence expires if the holder is issued an Ontario driver's licence.

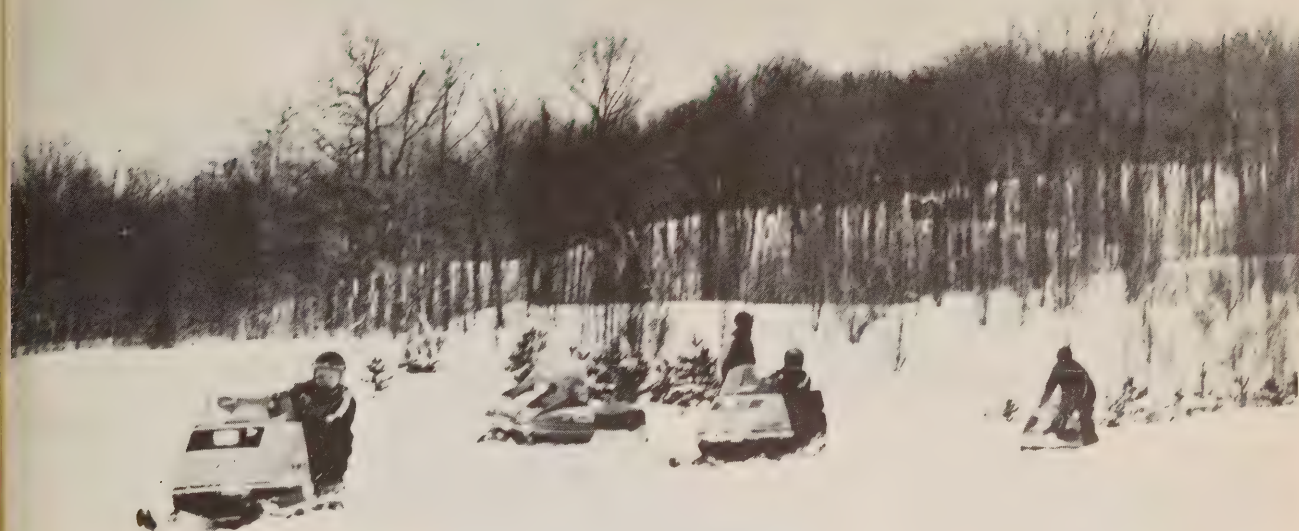
Carl Laybourn, an MTC spokesman, praised the efforts of the Ontario Federation of Snowmobile Clubs, in particular in helping to make the course a reality.

"They have been most co-operative. I'm talking now particularly of Rick Start (OFSC vice-president) and Don Haynes (chairman of the driver training committee).

For more information, contact the OFSC, Box 318, Port Sydney; or the OSL.



Run the safe way



Know Ontario's laws before taking to the trails

Whether you're a veteran snowmobiler or merely planning to get involved in the sport for the first time this season, make sure you're familiar with provincial laws regulating snowmobiles before you take to the trails.

First of all, your snowmobile — new or used — must be registered with the Ministry of Transportation and Communications whether or not you plan to drive it only on your own property, a public trail, or a highway. You must register it at your nearest licence issuing office.

Buying a new machine

If you're purchasing a new machine, the dealer is required to register the machine, on your behalf, with MTC within six days of the sale.

On your registration certificate will be a registration number. That number must be printed on or attached to both sides of your snowmobile's cowling. The numbers must not be less than two inches, or more than three inches high, and contrast with the snowmobile's colour.

That registration certificate is all you need if you're planning to just drive your snowmobile on land owned or occupied by yourself . . . or in an exempted area in remote Northwestern Ontario.

If you're anxious to explore farther afield

in your snowmobile, however, you must obtain a permit (cost \$10 a year) to attach to your certificate. With the permit you'll receive two adhesive stickers and background patches. Mount the stickers in the centre of the background patches and attach to both sides of your snowmobile between the registration number and rear of the cowling.

And remember, you may not drive a snowmobile on a highway or public trail unless you are insured under a motor vehicle liability policy. And the owner of a snowmobile must not allow anyone to drive the vehicle on a public trail or highway unless the driver is insured.

Be sure you know, too, where you're legally permitted to drive your snowmobile.

Snowmobile licences

Snowmobilers from 12 to 13-years-old with snowmobile licences (new this year) can operate their snow vehicles on public trails as well as the family property. Licenced operators aged 14 and 15-years-old are permitted to cross highways as well. (Any snowmobiler crossing a King's Highway or secondary road must do so at a 90-degree angle.)

If you're 16 and over and have a driver's licence or snowmobile licence, you may also drive your snowmobile along a King's Highway or secondary highway in that part of the

right-of-way between the shoulder and adjoining fence only.

As of March, 1977, any snowmobiler without a driver's licence must have a snowmobile licence in order to drive on public trails.

Snowmobilers need written permission of the owner to drive on private property.

All freeways and certain designated highways are strictly off-limits to snowmobilers.

Municipal by-laws

Incidentally, keep in mind that local municipalities have the right to pass by-laws regulating, governing or prohibiting the operation of snowmobiles anywhere within their boundaries, on or off the highway, so watch out for signs.

Watch your speedometer, too. Snowmobiles are not permitted to be driven faster than 15 miles per hour on a highway where the speed limit for cars is 30, or in any public park, conservation area or exhibition grounds.

You can't drive faster than 30 mph on any highway where the car speed limit is over 30. This speed limit also applies to public trails, except where otherwise posted.

It's a smart idea to wear an approved helmet at all times when driving a snowmobile. If, however, you're driving on a serviced roadway or public trail, don't forget a helmet is mandatory.

Winter highway safety depends on motorist as well as road crew

By Susan Bright

When it comes to Ontario's highways during winter – safety is a two-way street.

Winter maintenance staff do their utmost to maintain safe road conditions. But motorists must also shoulder some of the responsibility.

Sanding or salting the highways, as well as plowing, are the major components in the Ministry's maintenance program.

But slowing down and driving according to the prevailing road conditions is the responsibility of every motorist, according to Earl Orr, Director of MTC's Maintenance Branch.

When a storm hits, MTC's staff rolls into action. Seasonal and regular employees man the 880 snowplows and 700 sanders.

Most of the 700 sander-trucks used last winter were owned and operated by the private sector, which is standard procedure. Ministry sander units are mounted on these trucks.

Although plow crews operate on the basis of shifts – and call-back when necessary – motorists cannot expect ideal road conditions at all times, said Orr.

"If they are needed, the crews will work 12 hours on and 12 hours off, sometimes for five or six days or longer if necessary.

"But no matter what system we use, it is impossible to hit every mile of road instantaneously. In certain conditions, we can hit an area yet only improve the road slightly," said Orr.

At this point the onus is on the driver. Each must decide whether driving is really necessary. If it is, then take it easy and recognize the conditions.

The areas hardest hit by snow in Ontario are in the vicinity of Owen Sound and Stratford. Winds sweeping across Georgian Bay pick up a tremendous amount of moisture, then dump snow throughout these areas, he said.

To handle it, almost 50 per cent of the Ministry's snow blowers are located in these two districts.

Patrolmen, responsible for coping with excessive snow-sleet situations, are trained on the job in special sessions and are also guided by MTC's manual on winter maintenance operations.

"They're technicians and they make the decision whether to plow, sand or salt. It has to be made on-the-spot – not from an office," Orr said.

Murray Sinclair, Maintenance Operations Engineer agrees.



In wintertime, motorists must slow down and adjust their driving to prevailing road conditions.



MTC winter maintenance crews work 12 hours on and 12 hours off when necessary to keep Ontario roads free of ice and snow

"It's really a science. If you do the wrong thing you can actually worsen the situation," said Sinclair.

The decision to sand and/or salt is made on the basis of several factors:

- the current temperature and whether it is rising or falling;
- the type of precipitation, e.g., dry or wet snow, rain;
- road condition, e.g., snowpacking on pavement;
- storm development with different reactions depending on whether the storm is just beginning, in progress or finished.

In short, the manual breaks down procedures into nearly 20 different types of weather and road conditions – each of which dictates a specific reaction.

Salting for example can have an adverse effect on dry swirling snow by making it sticky and packing in nature. In addition, salt becomes less effective as the temperature drops to severe freezing conditions.

This process is further complicated by the fact that Ontario's highways are broken down into four classifications for winter maintenance during storm conditions – bare I, bare II, centre-bare and snowpacked.

Roads are classed on the basis of their average daily winter traffic (ADWT) count. Thus, at times, every motorist must expect to cope with varying road conditions.

The amount of traffic also affects the time needed to "bare" a highway. Tires running over its surface generate heat and actually speed up the process.

Even though cars may not always be able to get through a road that's rarely the case for snowplows. Poor visibility is the major reason why plows are sometimes pulled off a road, said Orr.

Another reason can be stranded cars clogging up a route.

One of the most serious problems faced by plow operators is the possibility of motorists running into the back of their plows. Plows are hard to see because snow swirls up behind them as they move along a highway, he said.

"But drivers have to realize these plows are big and slow in comparison to normal traffic. You've got to watch out for them."

MTC winter Road Information service ...

Round the clock hot line for motorists

The phone is ringing and all five phone lines are flashing busy in the Ministry of Transportation and Communications Road Information office at Downsview.

Road Information head Hugh MacLean is talking to a caller.

"Highway 400? Well, 400 between Toronto and Barrie is light snow-covered, visibility is good and the sanders and plows are out." It's a routine inquiry. And in a moment he's on to the next call.

All year 'round, MacLean and his assistant, George Ness, are on duty keeping cautious motorists up to date on the state of the province's highway system.

But it's in November, the start of winter weather, that the real work of the Road Information staff begins. That's when MacLean and Ness' quiet two-man operation becomes a hectic nine-man madhouse with temporaries — generally college students — helping to answer Road Information phones around the clock, 24 hours a day, seven days a week.

From November 3 to April 8 last year (the annual end of the 24-hour service), the Road Information crew answered some 150,000 calls.

A typical stormy weekend can mean as many as 20,000 calls from Friday to Sunday evening, MacLean said.

Typical questions?

How is Highway 10 to Orangeville? I have to be in Ottawa by 7 p.m., what kind of driving conditions can I expect? Have the highways been sanded? Do you think my cottage roof will collapse with all that snow in Muskoka?

"I have to say, 'I don't know' to that last one," said MacLean.

But if the inquiry is about highways, the Road Information crew will try to answer it.



Hugh MacLean

The information MacLean and his staff supply to callers is based on hot-off-the-teletype reports on road and weather conditions that are sent to Road Information five times a day from each of the 18 MTC district offices.

Patrolmen and plowing crews in every district keep district offices up-to-date on conditions by two-way radio.

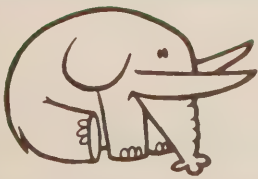
If there's a sudden change in conditions, it will be reported by a patrolman in the area to the district office and a "special" will be sent out by teletype to Road Information.

As well as answering phone inquiries, the Road Information crew also keeps various government agencies and radio stations informed on conditions, through five times daily news releases and on-the-air reports, said MacLean.

"The general public should listen to their radios because the information they hear is actually coming from us."

Information on winter road conditions may be obtained around the clock by telephoning the following MTC offices in Ontario.

Toronto	248-3561
Chatham	354-7504
London	681-2047
Stratford	271-3550
Hamilton	527-9131
Burlington	637-5625
Owen Sound	376-7350
Port Hope	885-6381
Kingston	544-2220
Ottawa	745-7049
Bancroft	332-3220
Huntsville	789-2391
North Bay	474-0044
New Liskeard	647-6761
Cochrane	272-4333
Sudbury	522-9380
Sault Ste. Marie	256-5682
Thunder Bay	577-6451
Kenora	468-6494



- Pack your trunk for emergencies. A shovel, bag of sand and tire chains could save a tow truck bill.
- Get off to a good start. Slow and easy does it. On packed snow or ice, start in second gear with manual shift, in drive with automatic. Start gently and gradually. In deep snow, turn your wheels a few times to clear a space, then straighten them and start gently.

Winter Driving Tips

- As soon as traffic permits, try your steering, gas and brakes to get the feel of the road.
- Watch out for temperature changes. Ice is more slippery near the melting point than it is at lower temperatures.
- Keep a bigger cushion of safety. Stopping takes longer on winter roads. Allow more stopping room between cars.



- If you have to stop in a hurry, pump the brakes. Jamming them on can lock the wheels and cause a skid.
- If your car starts to skid, turn the front wheels in the direction the back end is swinging.
- Remember bridges ice first when the temperature drops so be extra careful on them. And watch out for shady spots where ice may stay longer after the sun has dried the rest of the road.

NEWS BRIEFS

Coming Events

January 10-21 and March 7-18 – Basic Driving Instructor's Course, Ontario Safety League.

March 28-April 1 – Fleet Maintenance Supervisor's Course, Ontario Safety League.

BRITISH COLUMBIA: The B.C. government has announced changes in the Motor Vehicle Act providing for tougher licence suspension penalties for drinking and driving convictions. These include a mandatory three-month suspension for a first offence and a six-month suspension for a first offence involving death, injury or property damage, or a second conviction within five years. There is no allowance for work purposes.

First reading has been given to a bill calling for seat belt regulations similar to those now in effect in Ontario. Target date for proclamation of the law is January 1st, 1977.

QUEBEC: Speed limits in Quebec have been reduced from 60 mph to 55 on paved highways and from 50 to 45 on gravel roads. Freeways maintain their 70 mph maximum limit but the minimum limit has been dropped to 40 from 50.

ONTARIO: This province has enacted new regulations for trucks carrying loose materials. Beginning January 1, it will be mandatory for most loose materials to be covered when transported by truck. A number of exemptions have been granted, notably for smaller trucks, vehicles on construction sites and using untreated roads as well as trucks engaged in spreading or loading operations.

U.S.: The National Highway Traffic Safety Administration has proposed that speedometers on all model year 1980 cars, trucks, buses and motorcycles indicate a maximum speed reading of 85 mph. only. The federal safety agency said that such a limited scale would allow speedometers to be more readable in the normal speed ranges and help motorists maintain lower highway speeds. Following the NHTSA proposal, two motor companies, General Motors and Ford Motor Co. have equipped all their 1977-model year cars with the new speedometers.



*To flash front and rear signal lights or not? That was the question facing this competitor in the second annual Charterways school bus roadeo at Downsview. (The correct answer: In a school bus loading zone, the school bus operator is **not** permitted to flash the vehicle's lights.) As well as proving their familiarity with the new school bus stopping laws – a new feature on the obstacle course – the 2 competing drivers, had to demonstrate their skills at handling the buses, complete a circle check of their vehicles, and pass a written test. Overall winner was William Bond of London Division.*

THIS CHRISTMAS, THINK
BEFORE YOU DRINK AND DRIVE

ontario traffic safety

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ontario traffic safety

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Ontario acts quickly on recommendations

Three of the four recommendations contained in the interim report of the Select Committee on Highway Safety have now been implemented by the Ontario government.

Acting on the committee's first recommendation, the Ontario government brought in legislation making motorcycle helmets mandatory for moped drivers effective Jan. 1 (see story this page).

A second recommendation that a classified drivers' licence system be introduced in Ontario was implemented Feb. 1 (see page 4 and 5).

The report also recommended that an information handout on Ontario's drinking and driving laws be prepared for distribution to motorists renewing their vehicle stickers.

This handout has been prepared and available at licence issuing offices since the end of December.

A final recommendation, aimed at reducing car theft by imposing a penalty on drivers who leave the key in the ignition of an unattended car, has yet to be acted upon.

"But we will certainly be looking further into that recommendation," said Minister of Transportation and Communications James Snow.

The interim report was released by the non-party Select Committee the beginning of December.

In making their recommendations, the members of the committee noted that some 1,800 people were killed and 100,000 injured in 1975 on the highways of this province.

The total cost of motor vehicle accidents in 1975 was estimated to be about \$460 million.

The release of the report marked the completion of the first five-month phase of the committee's work. During that time, the committee members attempted to gain an overview of highway safety through hearings with the public and special interest groups and visits to other jurisdictions.



No-helmet look out for moped drivers

All moped drivers in Ontario must now wear approved motorcycle helmets under a new amendment to the Highway Traffic Act.

The amendment, passed last year, became effective Jan. 1, 1977.

The amendment was brought into force at the recommendation of the Select Committee on Highway Safety with a view towards reducing deaths and head injuries among moped drivers.

According to recent Ministry of Transportation and Communications statistics, four moped drivers were killed and 203

injured on Ontario roads during the first nine months of 1976.

The new regulation means moped drivers, like motorcyclists, are required to wear approved helmets that meet the standards of the Canadian Standards Association, Snell Memorial Foundation, the British Standards Institute or the United States of America Federal Motor Safety Standard 218.

All such helmets should carry the appropriate monogram or certificate identifying them as an approved helmet.

Lineups for '77 stickers begin at Ontario licence issuing offices

It's line-up time again at Ontario's 300 licence issuing offices.

Feb. 28 is the deadline for purchasing 1977 licence renewal stickers for passenger cars and trailers.

And if you're one of the last-minute Charlies who hasn't got his or her renewal sticker yet, all you can do about it is be prepared for a long wait in line — and resolve to get to a licence issuing office earlier next year.

"The renewal stickers go on sale Dec. 1 and every year we warn people to get to their licence issuing offices early," said a Ministry of Transportation and Communications spokesman.

"And every year, a large number of motorists wait until mid-February or later to buy their stickers."

Motorists can apply for their renewal stickers by mail — a fact many drivers probably don't realize. But mail-in licence renewals are no help to the chronic last-minute purchasers.

"The motorist who waits to the bitter end before going to a licence issuing office to get renewal stickers will probably also wait to the last minute to mail in an application form for renewal too. And that's something you can't do at the last minute."

Motorists who choose to write in for their stickers must be prepared to wait while their application is processed and a sticker sent out by mail — a procedure that takes several days at least, depending on postal delivery.

At a licence issuing office the renewal process can be completed in less than two minutes.

Thus, the fastest and least complicated way to get your renewal sticker is to go to your nearest licence issuing office — but only if you get there early enough to avoid the last-minute rush.

This year, validation stickers for passenger cars are red; those for trailers are green. The fee remains at \$23 for a 4-

cylinder car; \$32 for 6 cylinders; \$40 for 8 cylinders; and \$5 for trailers.

Licence plates for motorcycles and mopeds are also available at licence issuing offices.

Motor vehicle operators can obtain renewal application forms containing an insurance declaration, again this year, at all provincial LCBO retail outlets, as well as at licence issuing offices.

MTC has announced that because of the proven durability of the multi-year licence plates — first issued in 1973 — there will be no general re-issue of plates.

Instead, plates will be issued for new car registrations. And older vehicles will be re-issued with replacement plates when the original plates become damaged or defaced.

Along with this continual replacement program, MTC plans to introduce reflectorized licence plates to Ontario as soon as the production equipment can be installed and the new style plates distributed to the licence issuing offices.

The new plates should be introduced before the end of 1977.

Reflectorized plates provide greater night-time recognition when installed on passenger vehicles and provide parked vehicles with an extra reflective point during the dark hours.

They are now in use in five other provinces in Canada and 47 jurisdictions in the U.S.

Driving instructors seminars underway

The Driving School Association of Ontario is sponsoring three one-day seminars for driver training instructors aimed at up-grading driving instruction in Ontario.

The idea is to give instructors an opportunity to take a new look at their work, discuss problems and learn new methods of instruction, according to association treasurer Gordon O'Hearn.

The seminars are open to all licenced



Two new symbolized traffic signs, NO STOPPING (top) and YIELD (above) have been in use in Ontario since Jan. 1. The NO STOPPING sign consists of a black octagonal blank "stop" sign with a red stroke through it. The YIELD sign is an inverted white triangle with a red border.

instructors and include four hours of classroom plus four of in-vehicle work.

One seminar has already been presented at Conestoga College in Kitchener on Feb. 12. Two more are scheduled for Saturday Feb. 26 at Toronto's Seneca College and Saturday, March 12 at Ottawa's Algonquin College.

For more information write to: Eric Owen, 2245 Yonge St., Suite 4, Toronto M4F 2Y8.



New regulations introduced for school bus drivers

A driver with a bad driving record or a conviction for a moral offense may no longer drive a school bus under new regulations now in effect in Ontario.

The regulations, introduced Feb. 1, are aimed at improving school bus transportation in the province, said Minister of Transportation and Communications James Snow.

Under the new regulations, any applicant will be refused a school bus licence if his or her driving record shows more than six demerit points.

An applicant will also be refused if he or she has had a licence suspension within the past year for a driving offence under the Highway Traffic Act or the Criminal Code.

Drivers will have their licences withdrawn if they accumulate more than nine demerit points on their driving record or if they have been convicted of two or more motor vehicle offences under the Criminal Code in the past five years.

A school bus licence will be denied or withdrawn should an applicant or driver have been convicted of a moral offense such as rape or indecent assault. Importing or trafficking in narcotics is also reason for a licence withdrawal.

"If any driver is considered a poor risk to drive a family car, then that same driver is also an equally poor risk to transport children daily on a school bus," said Snow.

"In the case of the denial or withdrawal of licences because of moral offense convictions, my reasoning is that we owe it to the children being transported daily to see that they are safe in every sense of the word."

The regulations also stipulate that a school bus driver applicant must take a defensive driving course or a school bus driver improvement course before being granted a licence.

A first aid kit prescribed by the Canadian Standards Association for school buses must be carried on every school bus under the new regulations.



Bank robbery foiled by truck hero

Frederick Reber, a 36-year-old trucker from St. Catharines, has been named 1976 Dayton National Truck Hero for stopping a gun-toting bank robber in Burnaby, B.C.

Reber is the first winner of the new, permanent Dayton Trophy which replaces the retired Dunlop National Truck Hero Trophy.

His name has been encribed alongside those of the 20 former winners of the award

whose shields were transferred from the old trophy to the new.

Reber's adventure began on the morning of Aug. 3, 1976, when the Canadian Imperial Bank of Commerce branch, in the Burnaby shopping centre he and his partner were visiting, was held-up by hooded bank robbers.

As the robbers fled, one was wounded in an exchange of gunfire with police. The other attempted to escape on foot through the mall — directly past Reber and his partner.

"I didn't see the gun at first," Reber said. "I chased him up to the Super Valu store and grabbed him. I was going to hit him, but then he put a gun in my stomach."

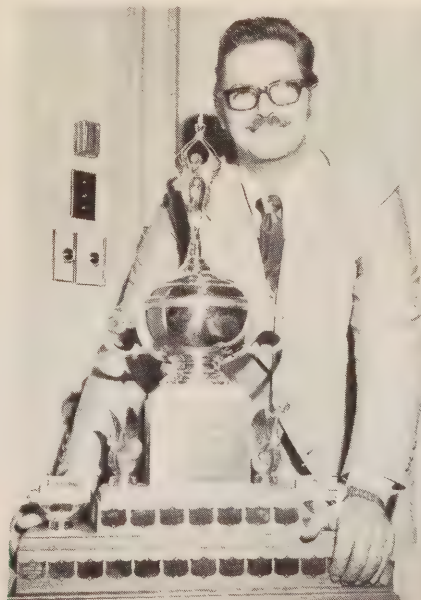
Reber grabbed the robber's hand, forced him to let go of the gun, and threw both gun and robber to the ground.

Reber said he was shocked when he saw the gun — which was loaded but not cocked.

"For a moment, I didn't know what to do," he said.

Superintendent Thomas, the officer in charge of the Burnaby detachment of the RCMP, called Reber's actions "most commendable and well beyond the call of a citizen's responsibility."

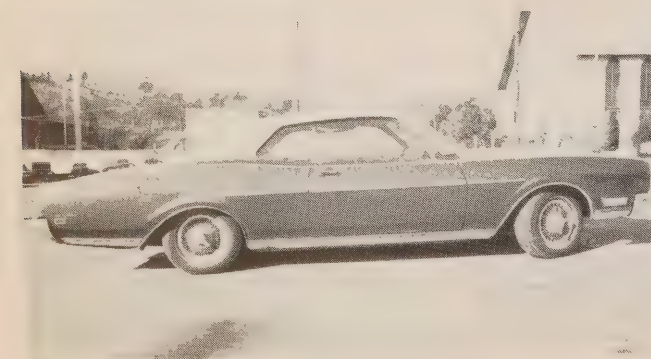
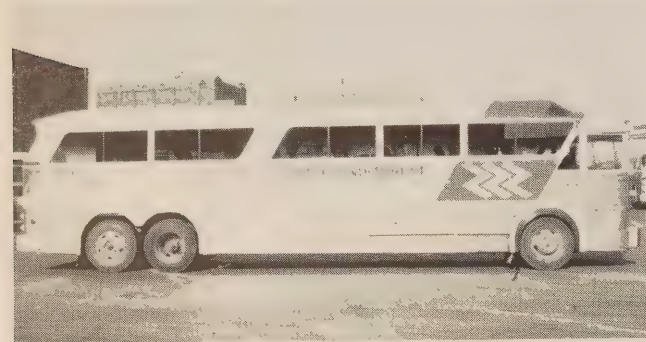
As Truck Hero, Reber, a father of four, received a cash award of \$1,000 and an all-expenses-paid weekend for two in Toronto from Dayton Tire Canada Ltd, as well as an inscribed Rolex watch, courtesy of Rolex Watch Company of Canada Ltd.



Frederick Reber



Driver licensing: Ontario goes classified



On Feb. 1, "chauffeurs" and "operators" licences officially went the way of the running board and high buttoned shoe in Ontario.

The Ontario Ministry of Transportation and Communications has introduced a new classified driver licensing system aimed at matching a driver's skills and responsibilities with the kind of vehicle driven.

Under this system, each driver will have a licence relating to a specific class of vehicle. And a driver will be permitted to drive only vehicles indicated in that class.

"While the new driver licence classification program includes every Ontario person operating every kind of motor vehicle, only about 200,000 of the province's four million drivers have to take any action to be reclassified," said Minister of Transportation and Communications James Snow.

G class drivers — drivers of cars, or light trucks up to 18,000 lbs. —; and M class drivers — motorcycle-only drivers — need take no action.

"After the first year of the program, class G drivers will be issued new classified licences automatically upon renewal or when a replacement licence is issued for any reason," Snow said.

Class M licences will be issued automatically early in the conversion year — that is, Feb. 1, 1977 to Jan. 31, 1978.

Currently licenced school bus drivers must convert to a class F licence — a licence permitting a driver to operate any school bus or a class E licence — a licence that permits a driver to operate a school bus with a maximum capacity of 24 passengers — by Aug 31, 1977.

Every licenced school bus driver will receive a letter from MTC this month explaining how to convert his or her licence.

Drivers of heavier vehicles such as commercial buses, trucks or tractor-trailers must convert their licences to the appropriate class by Jan. 31, 1978.

"But I strongly advise all truck and commercial bus drivers and companies to take action *now* to obtain replacement licences," Snow said.

"Applications for conversion can be obtained by drivers in all these classes at any MTC driver examination office."

Since drivers of heavy commercial vehicles are subject to a great deal more physical, mental and emotional strain than car drivers, they now have to meet higher health and vision standards under the new licensing regulations.

"In some classes, they will also have to file periodic medical reports to confirm that they are continuing to meet such standards," said the Minister.

Drivers in classes A (tractor-trailer, truck-trailer combination), B (any school bus); C (any regular bus); E (small school bus); and F (small regular bus and ambulance) must provide a satisfactory medical report every three years to age 65, then annually thereafter. Such drivers will be notified before the specific date at which the next medical examination is due.

Class D drivers (trucks or combinations towing vehicles up to 10,000 lbs.) are required to initially file a medical report with their application but are not subject to re-examination every three years.

The new licensing system also includes a class for learning drivers — class L — and, for the first time, learning motorcycle drivers — class R.

A class R licence permits a novice biker to gain actual road experience under restricted conditions during daylight hours.

Pamphlets explaining the new licensing system in detail are available at MTC vehicle licensing and driver examination offices.



ONTARIO CLASSIFIED DRIVER LICENSING SYSTEM

QUICK CHECK CHART

CLASS OF
LICENCE

TYPES OF VEHICLES ALLOWED

INTENDED AS A GUIDE ONLY
FOR OFFICIAL PURPOSES REFER TO THE ONTARIO HIGHWAY TRAFFIC ACT

MAY ALSO DRIVE
VEHICLES
IN CLASS

MEDICAL
GRADE
MINIMUM
MEDICAL AND AGE REQUIREMENTS
FOR CLASS OF LICENCE

CLASS	TYPE OF VEHICLE	VEHICLE CLASS	MEDICAL GRADE	MINIMUM MEDICAL AND AGE REQUIREMENTS
A	ANY TRACTOR-TRAILER OR TRUCK-TRAILER COMBINATION	D AND G	2	SAME AS GRADE 1, EXCEPT NO HEARING REQUIREMENT IN THE WEAKER EYE. VISION - ACUITY NO POORER THAN 20/20 IN BETTER EYE, AND NO LESS THAN 20/50 HORIZONTAL VISUAL FIELD OF AT LEAST 120 DEGREES IN EACH EYE. MINIMUM AGE 18
B	ANY SCHOOL PURPOSES BUS	C, D, E, F AND G	1	HIGHEST MEDICAL REQUIREMENTS VISION - ACUITY NO POORER THAN 20/20 IN BETTER EYE, AND NO LESS THAN 20/50 HORIZONTAL VISUAL FIELD OF AT LEAST 120 DEGREES IN EACH EYE. MINIMUM AGE 21
C	ANY REGULAR BUS	D, F AND G	1	- SAME AS FOR GRADE 1 ABOVE, EXCEPT MINIMUM AGE IS 18.
D	ANY TRUCK OR COMBINATION PROVIDED THE TOWED VEHICLE IS NOT OVER 10,000 LBS.	G	3	SAME AS GRADE 1, EXCEPT NO HEARING REQUIREMENT AND NO SUBSEQUENT VISION - ACUITY NO POORER THAN 20/20 IN BETTER EYE, AND NO LESS THAN 20/50 HORIZONTAL VISUAL FIELD OF AT LEAST 120 DEGREES IN EACH EYE. MINIMUM AGE 18
E	SCHOOL PURPOSES BUS - MAXIMUM OF 24-PASSENGER CAPACITY	F AND G	1	HIGHEST MEDICAL REQUIREMENTS VISION - ACUITY NO POORER THAN 20/20 IN BETTER EYE, AND NO LESS THAN 20/50 IN THE WEAKER EYE HORIZONTAL VISUAL FIELD OF AT LEAST 120 DEGREES IN EACH EYE MINIMUM AGE 21
F	REGULAR BUS MAXIMUM OF 24 PASSENGER CAPACITY AND AMBULANCES	G	1	- SAME AS FOR GRADE 1 ABOVE, EXCEPT MINIMUM AGE IS 18.
G	ANY AUTOMOBILE, SMALL TRUCK OR COMBINATION UP TO 18,000 LBS. PROVIDED THE TOWED VEHICLE IS NOT OVER 10,000 LBS.		5	VISION - ACUITY NO POORER THAN 20/20 IN BETTER EYE, AND NO LESS THAN 20/50 HORIZONTAL VISUAL FIELD OF AT LEAST 120 DEGREES IN EACH EYE. MINIMUM AGE 16
M	MOTORCYCLES		5	- SAME AS FOR GRADE 5 ABOVE -
L	VALID FOR THE OPERATION OF A CLASS G MOTOR VEHICLE WHEN ACCOMPANIED BY A HOLDER OF A VALID CLASS A, B, C, D, E, F OR G LICENCE, OCCUPYING A SEAT BESIDE THE VEHICLE.		5	- SAME AS FOR GRADE 5 ABOVE -
R	VALID FOR THE OPERATION OF A MOTORCYCLE. SUBJECT TO THE FOLLOWING CONDITIONS: - VALID FOR ONE HALF HOUR BEFORE SUNRISE TO ONE HALF HOUR AFTER SUNSET - NO PASSENGERS ALLOWED - NOT VALID FOR HIGHWAYS WITH SPEED LIMITS IN EXCESS OF 50 MPH EXCEPT HWYS. 11 & 17		5	- SAME AS FOR GRADE 5 ABOVE -

NOTE - ALL CLASSES OF LICENCE AUTHORIZE OPERATION OF A MOTOR-ASSISTED BICYCLE OR MOTORIZED SNOW VEHICLE

- THE HOLDER OF A CLASS M LICENCE MAY OPERATE A CLASS G VEHICLE WHILE RECEIVING INSTRUCTION AND ACCOMPANIED BY A PROPERLY LICENSED DRIVER
- A PERSON MAY HOLD A SECOND DRIVER'S LICENCE ONLY WHEN THE SECOND LICENCE IS A CLASS R MOTORCYCLE LEARNER LICENCE
- AN APPLICANT FOR A CLASS B OR E LICENCE MUST BE A GRADUATE FROM A DRIVER IMPROVEMENT COURSE

THE PERMISSIBLE COMBINATIONS OF LICENCE CLASSES ARE:

AM	BM	CM	DM	EM	FM	GM
AB			DE			
ABM			DEM			
AC			DF			
ACM			DFM			

Tom Mahony: safety pioneer recalls career

The phone rings and pink "action request" slips pile up as Tom Mahony, former Administrator of Transportation Safety, spreads file after file across his desk.

It's interview time, just prior to his retirement from MTC after 35 years' service.

So the phone calls will have to wait for a few minutes while he explains the "key-point" system he began to develop in the late 1940's in an effort to study accident locations across Ontario.

The key-point system documents the details of all motor vehicle accidents

occurring on the King's Highway system. It enables hazardous locations to be determined and improvements, if necessary, made.

At one time Mahony received every accident report, and carefully filed them. Now they are handled by the five MTC Regions.

Mahony stresses his success with the system would not have been possible without the co-operation of the Ontario Provincial Police, their municipal counterparts and safety organizations.

During his MTC career, Mahony travelled every mile of road — often on his

own time — to determine the cause of accidents.

"Our prime purpose when studying accident sites is to learn if there was a deficiency in the road design," said Mahony.

And when accidents were followed up by a coroner's inquest, Mahony was often called on to give evidence, testifying on behalf of MTC.

He especially recalls the inquest into the March 1973 tragedy on Highway 400 in which 12 people were killed and more than 30 vehicles were involved.

Citing it as an example, Mahony said

New drinking and driving mini-course part of young driver education program

By Susan Bright

A mini-course dealing with the effects of drinking and driving has been incorporated into the young driver education programs sponsored by the Hamilton Automobile Club.

HAC Executive Vice-President and General-Manager, A. U. Oakie explained the mini-course was adapted from one founded in the United States.

Designed to educate new, young drivers on the effects of alcohol on driving skills, the course has been adapted to include Canadian and

local provincial statistics, said Oakie.

The founder of the U.S. program is Dr. James Malfetti, director, Safety Research and Education Project, Columbia University.

Dr. Malfetti stressed the program is to be used in high school driver education programs where the "most eligible population can be reached in the most organized fashion."

Consisting of three classroom sessions, the course is based on three assumptions:

1. This is a drinking society. And most teenagers will drink at least occasionally.
2. This is a driving society. There are more than 4,000,000 drivers in Ontario, thus about half of the population holds a driver's licence. And driving is viewed as a "rite of passage" into adulthood.
3. High school driver education programs deal with hazardous driving situations. By almost any standard, driving while intoxicated is foremost among these.

"We stress: If you want to drink — that's your business. But if you drink and drive — that's everybody's business," Dr. Malfetti said.

During the mini-course, students are informed of the effects of alcohol on driving skills, and discuss their own attitudes and possible steps to take if they are involved in a situation where the driver has been drinking.

"If they can think out proper behaviour ahead of time, they may avoid a drinking and driving situation," Dr. Malfetti said.



Tom Mahony

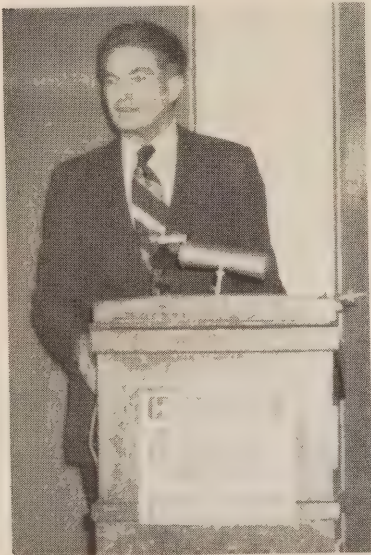
there are possibly four or five factors in the occurrence of an accident. But normally there is one major contributing factor.

"In far too many cases, accidents result from driver or pedestrian error. At this particular inquest, several motorists testified that they realized that weather and visibility conditions were poor but nevertheless admitted that they had not increased their rate of speed."

He pointed out that MTC studies and recommendations from inquests to ensure provincial roads are both safe and efficient.

Mahony believes the Ministry, enforcement agencies and safety groups are doing an excellent job.

He attributes the drop in fatalities (compared to the increase in number of miles travelled) over the years to several factors: improved highways, lower speed limits, mandatory use of seat belts, the reclassified driver licensing system, driver education programs in schools and better enforcement.



TIRF Conference

Alcohol cause of accidents, says study

major problem affecting both the physical and psychological aspects of drivers; that, in many cases, alcohol was the direct cause of the accident.

They also stressed the importance of doctors and dentists telling their patients what effects the medication they have prescribed will have — especially if mixed with alcohol.

Narcolepsy

The problems of drivers with narcolepsy (attacks of sleep in the daytime) were outlined by Roger J. Broughton, associate professor, Department of Medicine (Neurology) and Department of General-Experimental Psychology, University of Ottawa.

He noted that this condition must be distinguished from episodes of sleepiness which the normal person can fight off while driving.

Dr. Broughton added that, due to its bizarre symptoms, sufferers tend to cover it up so that the condition is often undiagnosed by the medical profession. His estimate is that the true prevalence of this condition probably exceeds considerably the estimated one-in-a-thousand figure.

Dr. Broughton also noted that, to his knowledge, there is no legislation in North America preventing narcoleptics from getting drivers' licences. And although the whole problem requires further study, the evidence indicates the need for an immediate reduction of the number of narcoleptic drivers on the road. He also suggested that they be controlled in a similar manner to epileptics.

Drinking and driving

Reg Warren, of TIRF, discussed the effect of legislation, particularly the .08 section, on impaired drivers. He noted that it had "no identifiable impact upon fatal crashes of impaired drivers."

In fact, he added, if anything the frequency of these crashes actually increased marginally following the legislation. Thus, the specific target group towards whom the legislation was directed appears to have been totally unaffected.



However, Mr. Warren went on to suggest that the major impact of campaigns, such as the December drinking-driving educational program, have been effective — but with the non-impaired drivers.

He added that programs which increase the perceived risk of crash of the average driver and equally important, maintain this heightened level or risk perception, should be expanded.

Mr. Warren also pointed out that the relative incidence of young, impaired driver fatalities increased sharply following the change in the drinking age.

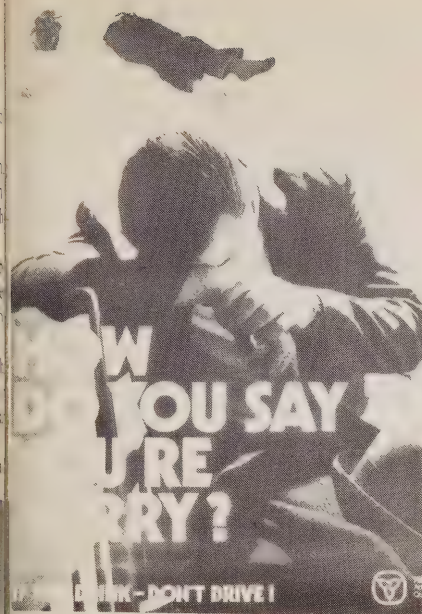
Lorne Cousins, Road and Motor Vehicle Traffic Safety Branch, Transport Canada, outlined psychological principles that were applied in an attempt to measure people's perception of their chances of being arrested for impaired driving.

Motorcycle helmets

Some of the problems inherent in motorcycle helmets and their safety aspects were outlined by James Newman, Department of Mechanical Engineering, University of Ottawa and Chairman of the Committee on Motorcycle Helmets of the Canadian Standards Association.

He pointed out that the standards must be upgraded since present equipment and techniques for testing helmets are outmoded and incapable of effectively assessing the performance of a contemporary helmet.

He added that the committee is working on a number of new tests which are expected to improve helmet standards.



By Naomi Callaghan

(Conclusion)

Although seat belt legislation and its implications (OTS — November-December) was a major topic of discussion at the October Annual Conference of the Traffic Injury Research Foundation, other subjects related to the very real problems of traffic injuries were also covered.

Medical factors

Two studies carried out by McGill University researchers on the effect of medical factors in this area lead to some interesting conclusions.

F. D. K. Liddell, professor of Medical Statistics, reported his research indicated that accident rates, after adjustment for mileage, were considerably higher among males under 35 years of age; that the accident experience of female drivers did not appear to be age related and were similar to rates for males over 35.

In the second McGill report by A. L. Thompson and D. Steiner of the Mechanical Engineering Department, it was noted that a five-year study by the McGill Automotive Collision Investigation Project had come up with the following observations:

Drivers held responsible for accidents are generally younger, less-experienced and less familiar with their vehicles. They also have more previous accidents and are more likely to have physical or psychological problems.

They also found that alcohol was a

NEWS BRIEFS

CANADA: The majority of residents in nine out of 10 provinces are in favor of seat belt legislation, according to a Transport Canada survey. Only in *Nova Scotia* did less than half (47 per cent) of those polled say they would oppose such a law. In *Newfoundland*, support was strongest with 91 per cent indicating approval of mandatory seat belt legislation.

U.S.: On June 1, 1976, *Rhode Island* repealed its motorcycle helmet law. At the time of repeal, only one biker had died on the state's highways that year. In the seven weeks following the repeal, nine helmetless motorcyclists were killed. The following states have also repealed compulsory helmet laws: *Alaska, Arizona, Connecticut, Iowa, Kansas, Oklahoma* and *South Dakota, California, Illinois*, and *Utah* either had no such laws or limited versions.

The U.S. National Highway Traffic Safety Administration reports there are about one million driving-while-intoxicated arrests in the nation each year.

WISCONSIN: A year-and-a-half old child left unattended for a moment in a car, managed to turn on the ignition, set the car in motion and become what is probably history's youngest driver to be responsible for an automobile collision.



Yes, good buddies, that is a "smokie" on the end of that CB. Since December, the OPP has been operating four CB base stations and a number of mobiles to monitor CB broadcasts on emergency channel 9 along the 401 from Milton to London. The monitoring is part of a six-month experiment into the use of CB communications as a tool for recognizing emergency situations more quickly.

Coming events

March 7-18 — Basic Driving Instructor's Course, Ontario Safety League

March 14-16 — 1977 Ontario Road Builders Association Convention and 50th Annual Meeting, Royal York Hotel, Toronto

March 28-April 1 — Fleet Maintenance Supervisor's Course, Ontario Safety League

April 25-29 — Fleet Trainer Course, Ontario Safety League

Letters to the Editor

The Editor:

There is a continent-wide organization inside amateur radio called the Amateur Radio Emergency Corps of which I happen to be the Coordinator for the Toronto area. Its business is preparation for emergencies and disasters. To this end, it generates exercises and tests throughout the year to train its registered operators in procedures and techniques. Locally, such tests have provided a pool of mobile radio operators for such events as the Ontario Hospital Association's Exercise May Day.

We are also presently involved in setting up a local inter-hospital communications system.

Local AREC groups across the continent are linked by an international message-handling network, called the National Traffic System, which operates daily throughout the year, and which exists as a resource for emergency communications.

The average point-to-point range of an amateur radio VHF set in a car is about eight miles. Dissatisfied with this, we have built and installed "repeaters" across North America, to extend our range. The main Toronto repeater (there are about a dozen) has about 400 users, most of whom are mobiles.

With this number of active mobiles, traffic reports and accident call-ins are so commonplace as to be scarcely worth mention in amateur circles.

73 (Best regards)

Michael J. Goldstein VE3GFN

ontario traffic safety

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MARCH/APRIL 1977

What's inside

- Trailer owners now have a chance to learn the do's and don'ts of safe trailering through a new recreational vehicle safety course. Page 3.
- Reporter Gail Rigby learns everything she ever wanted to know about her car's health (but was afraid to ask) at the Ontario Motor League Car Inspection Centre. Page 4 and 5.
- Veteran motorcyclist Rob Lockhart shares some of his survival secrets with beginning street riders. Page 7.

DEATHS DOWN IN '76!

Ontario's traffic-related 1976 fatalities dropped to the lowest level recorded since 1964, according to figures released by Minister of Transportation and Communications James Snow.

In all, 1,511 people, including 251 pedestrians, died in motor vehicle-related accidents last year — a reduction of 16.1 per cent over the 1975 total of 1,800.

Traffic-related injuries were down 13.7 per cent from 97,034 in 1975 to 83,762.

"Although the total number of accidents in the province decreased only 0.8 per cent from 213,689 in 1975 to 211,922 in 1976, there was a very substantial drop in the number of drivers and passengers killed in those accidents," the Minister pointed out.

"Specifically, among drivers and passengers, there were 204 fewer fatalities and 12,298 fewer injuries.

"The only reading I can get from such statistics is that the seat belt legislation enacted on Jan. 1, 1976, coupled with lower speed limits, is working," Snow said.

"Tragically," added Snow, "it is also obvious that there would have been fewer fatalities and fewer injuries if everybody had been using seat belts.

"Where seat belt use and non-seat belt use statistics were available, we found that a belted driver's survival chances in a collision are 10 times higher than an unbelted driver's," Snow said.



Fewer traffic deaths and injuries meant less business for Ontario hospitals last year.

'Seat belts do save lives': a survivor's story

By Diane Armstrong

Seat belts save lives. Or do they? There have been many arguments, both pro and con, since the introduction of seat belt legislation in this province. Personally, I am always worn my belt and shoulder harness while on trips, but probably more because they were there and not because of a deep conviction that they might save my life.

My husband Bob and I, with our two youngest boys — Doug, 13, and Rob, 11, have been on holiday in Thunder Bay

during the past festive season. Vacation over, we left for home just before daybreak one morning. The road conditions were good and there was a slight bit of snow in the air. As we left the gasoline station on the outskirts of the city, I reminded Bob that his belt was not fastened. Then with everyone belted in we were on our way.

About 50 miles out of the city, a truck with its driver asleep at the wheel wandered over into our lane. Bob braked and swung to the right. The truck, headlights shining right into our faces, kept coming towards

us. At the last possible second, and to avoid a head-on crash, Bob swung the car to the left, hoping that there was no other oncoming traffic. Too late. The right front sides of both vehicles smashed together and the sounds of breaking glass and tearing metal began. Sounds I'll never forget.

Strangely, the events that followed seemed to have happened in slow motion, like scenes from *The Bionic Woman*, although only a few seconds elapsed. My

(continued on page 2)

Slow and steady safest way to drive, says award winner

As far as Fred Thrasher is concerned, accidents are caused by too many people being in too big a hurry.

And Thrasher is a man who practises what he preaches.

Thrasher was presented with a certificate for completing 35 years of accident-free driving at the Ontario Safety League Safe Driver Awards Banquet in Toronto.

Another professional driver, E. W. Crawford of Bell Canada, also won a 35-year award but was not at the ceremony.

Driving 35 years without an accident is no big deal to Fred Thrasher.

"Why, I just take it for granted," he said.

A driver for Sandwell Ice and Fuel, Hamilton, for 43 years, Thrasher estimated he drives anywhere from 30 to 100 miles a day delivering fuel or making service calls.

On weekends in the spring or summer "just for a change" he drives the 300 miles to his cottage in Muskoka and back.

A good driver has to be patient, Thrasher emphasized.

He considers the worst offenders on the road to be the drivers who are constantly passing and jumping lanes in an effort to make a little extra time.

"On the highway, everybody's just cutting in and out. With myself, I drive at my own speed and if drivers want to cut in, I let them.

"I give myself lots of room when I drive."

Too many drivers never seem to think about the rights of the other drivers on the road, he said.

"People don't care about the other individual. They just care about themselves — 'you get out of my way because I'm in a hurry'.

"Being courteous on the road — I find that the best idea," Thrasher said.

Thrasher was one of some 200 professional drivers from across Ontario to be awarded OSL certificates for 20, 25, 30 and 35 years of accident-free driving — a combined total of almost 8,000 years of safe driving.

Following the presentation of the 20-year-and-up awards, the winning drivers joined some 400 other professional drivers — who had completed one or more years without a preventable accident — in the banquet room for dinner and entertainment.

Among those present was the first woman driver to attend the banquet, Jean McAllister of Mississauga Transit — an 11-year award winner.



Minister of Transportation and Communications James Snow congratulates Fred Thrasher, winner of the OSL Safe Driver Award for 35 years accident-free driving.

Seat belts save lives (Continued from page 1)

body was flung forward, and as the shoulder harness locked into place, my chin hit my chest with such a force I thought I had been struck by some flying object. Next, my head snapped back and hit the back of the seat, followed by my body. At the same time, my legs rose and met the dashboard which had been pushed towards me. The final impact was a toss to the right where my shoulder and elbow made contact with the car door. Then silence.

The police estimated the combined speed of impact "in excess of 100-miles-per-hour". Both 1976 vehicles were total losses. All four occupants of our car, and the driver of the truck were wearing safety devices. Except for bruises and my whiplash, there were no broken bones, lacerations or other injuries. We were all alive.

Since this accident, I have become very safety conscious and have tried to promote the use of seat belts to any and all who will listen to me. Amazingly though, I find many people do not share my enthusiasm.

Everyone seems to know of someone whose life was saved, simply because he or she was thrown clear of the vehicle.

Yet statistics have shown that, even at high speeds, chances of survival are at least five times greater inside the vehicle than outside.

The one argument that really makes me angry is the complaint that the seat belt legislation is a violation of civil rights. To those people, I say, "What about Mr. Rights?" Who is it that pays for rehabilitation costs for those seriously injured and/or maimed for life in public institutions?

What about increased insurance costs? Or costs of hospitalization and doctors? So many of these costs could be reduced just by the wearing of safety devices. If people still refuse to "buckle up", then really whose rights are being violated?

To those who cheerfully say, "Oh, I take my chances. The penalty for being caught without a seat belt is only \$28," I reply, "yes, but you could be caught dead!"

Seat belts save lives. They saved mine. What about yours?

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Trailing safety

New course teaches do's and don'ts

If you're a new trailer owner... or even if you're a veteran... here's your chance to make sure you're familiar with the rules of safe trailing *before* you take your trailer out on the highway this spring.

The Travel Trailer Club Association of Ontario in conjunction with the Ontario Safety League is offering a recreational vehicle safety course open to all interested trailer owners.

The course was introduced to the public in February at the Camping on Wheels Show in the Automotive Building at the CNE grounds and the Motor Home and Trailer Show in the International Building on Airport Road, Toronto.

Al Lennox, TTCAO course coordinator, described it as generally "well received".

More than 1,000 application forms have been distributed and "right now we're just waiting for some of those applications to start coming back," Lennox said.

The course is 24 hours in all — 16 hours devoted to theory and eight to practical work. The fee is \$30 per person or \$50 per couple.

Areas covered in the course include: Compatibility between trailer and towing vehicle; hitches and safety chains; braking and electrical systems; care of propane appliances; in-trailer safety; tire care; backing and balancing of loads; setting up a parked trailer; the Highway Traffic Act and how it relates to trailing; driving techniques including backing up, parallel parking, cornering, emergency braking, shoulder drop-off and manoeuvring under adverse conditions.

The 31 course instructors are all experienced trailer owners from TTCAO clubs across southern Ontario who were trained by the OSL in February.

These instructors will be offering the course to interested trailer owners in their respective areas.

One instructor, Scott Annan, president of the Ontario unit of the Wally Byam Caravan Club and a trailer owner for eight years, is particularly enthusiastic about the course.

Annan feels a safety course for recreational vehicles has been "long overdue".

"I'm hoping that people will eventually agree to take this course before they get a chance to tow," he said.

Annan calls himself "super-sensitive to safety."

And as such, he's particularly aware of the common mistakes made and problems

encountered by inexperienced trailer owners. It's these kind of mistakes and problems that the TTCAO course tries to deal with specifically, he said.



He touched on a few of the areas covered in the course he feels are particularly relevant.

1. Compatibility of towing vehicle and trailer:

"A lot of people get out on the road with a car that isn't adequate to pull the trailer they've got," Annan said.

By inadequate, he doesn't necessarily mean in terms of weight size. It could be inadequate in terms of horse power, proper gear ratio or type of suspension.

2. Equalizer hitches:

Many novice trailer owners don't realize the importance of equalizer hitches, he said.

"The equalizer hitch transfers some of the weight of the tongue to the front wheels of the car. It improves the steering and brakeage. In other words, your car won't go down the road with its nose pointing to the sky."

3. Loading a trailer properly:

"The thing to remember is that the load must be balanced.

"If you have too much at the front you have a heavy tongue weight. If you put the weight at the back you make the tongue too light and the trailer will have a tendency to fish-tail."

There's another cardinal rule that many beginners forget when loading their trailers: Everything must be tied down.

"You don't just leave a bicycle in the middle of the floor. If you do and you stop suddenly, you'll have that bike in the back seat of your car."

4. Manoeuvring under adverse conditions:

Gusty wind situations can also be a problem for inexperienced trailer owners, Annan said.

Many drivers don't realize that when a transport truck passes, the sudden change in wind pressure will cause their trailer to swing out.

At the same time, drivers should be prepared to compensate for a blast of wind when they emerge from a tunnel, he pointed out.

Annan feels so strongly about the recreational vehicle safety course, he plans to encourage all members of the Wally Byam club to take it — no matter how long they've been trailing.

"You see too many veterans who supposedly should know better, making mistakes. Probably, no one's taken the time to tell them what they're doing wrong."

For more information on the course write: A. G. Lennox, R.R. 1, Corbyville, Ontario, K0K 1V0.

Want the truth about you

By Gail Rigby

Like most drivers, if anyone had asked me what condition my car was in, I'd probably shrug and say: "Oh, pretty good".

Sure, I knew my 1971 Cougar had a small hole in its muffler and perhaps the engine needed a tune-up — but nothing worth worrying about.

Or so I thought until I took my car for a check up at the Ontario Motor League Car Inspection Centre on Vanderhoof Avenue in East York.

There, manager George Conolly and his mechanics showed me there can be a great deal more wrong with a car than meets the eye — or ear — of the average driver.

The inspection began innocently enough.

While my car was being driven onto the hoist, I walked through the different work stations, surprised by their clean and orderly appearance, amazed at the expensive computerized equipment set up in each.

I introduced myself to Stan Koley and Joe McCullough, the two mechanics assigned to inspect my car and saw they had already completed the check of the accessories inside the car. As I glanced at their check list, I was amused at the fact that they had even noted the clock was not working — it hadn't worked for as long as had owned the car.

There were other notations too, such as missing knobs, worn door hinges and stubborn power window switch.

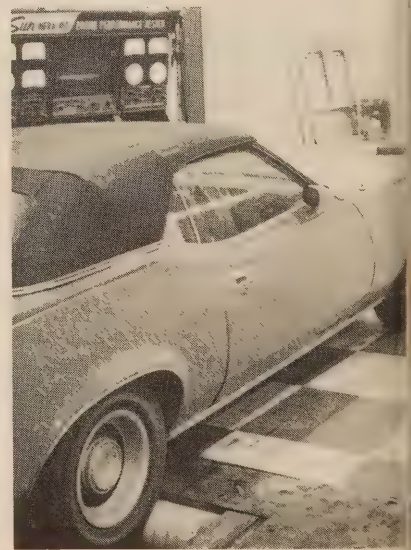
"Nitpicking. Merely nitpicking," I told myself.

The car was raised on the hoist and the mechanics got down to work finding the more serious flaws. Joe, checking under the car, called me over to show me the idler arm. It was so loose he could easily move it with his hands.

"Is that serious?" I asked. "Well," I said, "you could be driving along at 60 mph and lose control of your steering if it's not replaced."

My amused feeling was fading as Stan motioned me over to where he had the rear wheel off and pointed to a rusted hole inside the wheel well where exhaust fumes could seep into the car.

My spirits lowered even more as the



At the dynamometer test station, the rear wheels rest on large rollers built into the floor. During this test they take the car to a speed of 60 mph.

Inspection centre a runaway success

Ontario Motor League members who want the mechanical health of their cars checked out at the OML Car Inspection Centre in East York may find themselves on a six-week waiting list.

The runaway success of the centre has caught even manager George Conolly by surprise.

"We thought the clinic would be successful. But we never knew it would be like this," Conolly said.

The centre was opened by the OML last September as a service to members. Fee for a check is \$30.

In the eight months it has been in operation, the eight mechanics have inspected about 2,500 cars — about 25 a day on the average.

Conolly is convinced one of the reasons for the popularity of the OML Inspection Centre is the sheer thoroughness of the check-up provided.

Using a range of sophisticated diagnostic equipment, mechanics check over 500 items on every car.

The total inspection takes anywhere from 50 minutes to about two hours, Conolly said, depending on the age and condition of the car.

About one-quarter of the centre's business is provided by members planning trips who want a clean bill of health for their car before going away.

Other OML members bring in cars to be checked before the warranty expires or bring in a used car they're

considering buying and want inspected for mechanical fitness.

In cases such as the last two, where the customer obviously can't wait six weeks for an appointment, a special effort is made to fit him in.

Once the mechanical problems have been diagnosed, the customer can then take his car to a garage for repairs with a clear understanding of exactly what work has to be done.

"We're not trying to pick faults in cars," Conolly emphasizes.

"We're just performing a service to members. If there's something wrong, we call it the way we see it. People don't have to go out and get their cars fixed. We can't make them do it."

For those who do, the centre provides another service too. When repairs are completed, the member can bring his car back to the centre and have the work checked out to make sure it was done properly. Cost of a recheck is a flat \$4 "whether it takes 10 minutes, half an hour or an hour and a half," Conolly said.

In an effort to cope with the heavy demand for service, plans are underway to expand the centre's facilities.

Conolly said he hopes to get another dynamometer — an instrument used to simulate a road test — later this month.

With the new dynamometer, plus additional staff, the centre's capacity should be doubled.



Stan shows Gail how easily the idler arm can be moved by hand, a potentially serious problem if not replaced.

car's health?

pointed out leaks in the transmission pan gasket, the servo cover gasket and the differential pinion seal. I also required a new rear U joint, new shock bushings and a brake job, they informed me.

The dollar signs were adding up in my head and I wasn't sure I wanted to hear or see any more. But I knew it was for my own personal safety and the safety of any passengers who would venture into my car.

The car was lowered and Joe connected a "Sun tune-up tester" to the engine. He explained that with this machine he could short out each cylinder, one by one, to see if they are pulling the correct power. It will also test the ignition system, timing, points and carburetion.

Watching the scope and dials, Joe told Stan what to mark down: "Replace the spark plugs, points, rotor, crankcase ventilation filter and adjust the timing." Then using a stethoscope, he checked for engine noises and added, "A slight lifter noise; possibly collapsing."

The machine was then disconnected, and the headlights checked for aim.

The first phase of the inspection was completed.

The car was driven over to the next station with the wheels coming to rest on large rollers built into the floor.

Rudi Rehmund and George Egri, the dynamometer analysis experts, cautioned me not to stand directly in front of or behind the car because, during this test, they would be taking the car up to speeds of 50 mph on the rollers.

The dynamometer, which is a huge piece of equipment containing a TV screen, dials, scopes and meters, was connected to the car engine.

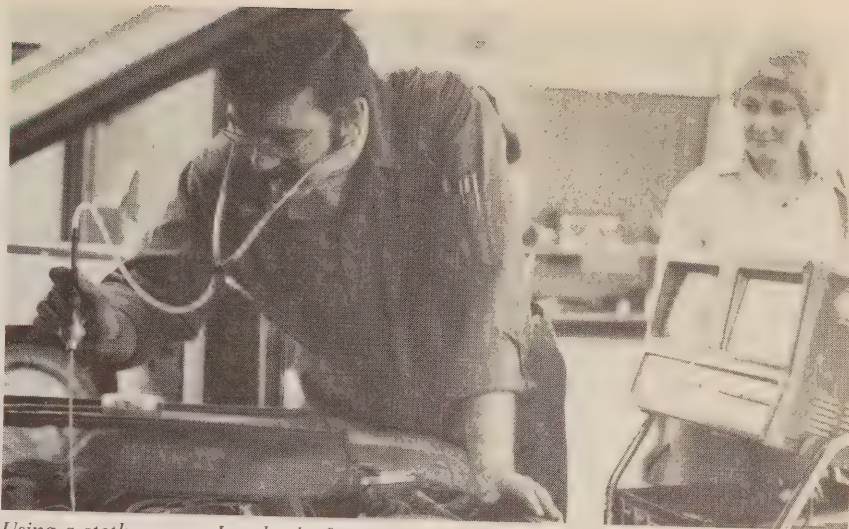
George, carrying a small set of controls, got into the car and started the engine. As he operated the controls, he accelerated to simulate 35 mph, touching the brakes periodically to see if they were pulling to the right or left. Rudi watched the engine, glancing at the dials from time to time.

The rollers in the floor were adjusted to increase the load. George pressed the accelerator to the floor and eased up when the car had shifted into passing gear and reached a speed of 60. He held it steady while the car's "manufacturer's specifications" were checked against the "actual specifications."

On completion of this test, the dynamometer was disconnected and the car driven to the last station where the wheel alignment was checked.

The entire inspection had taken just under two hours.

As I waited for the report to be typed up,



Using a stethoscope, Joe checks for engine noises and detects a slight lifter noise as the engine warms up.

I watched George and Rudi put another car through the dynamometer test. As they got the car up to 60, oil began spewing out of the engine. Rudi, spotted with oil, walked over to me — luckily I was at a safe distance — and explained: "This is one of the advantages of this test, you can see what's happening under the hood at high speeds, which is something you can't do out on the highway."

When the report was ready, manager, George Conolly, called me into his office. We discussed the report and he suggested which items needed immediate attention, and those which could be repaired at a later date. Conolly takes into consideration, the amount of money the repairs will cost and the year of the car and advises the customer if it is worth repairing.

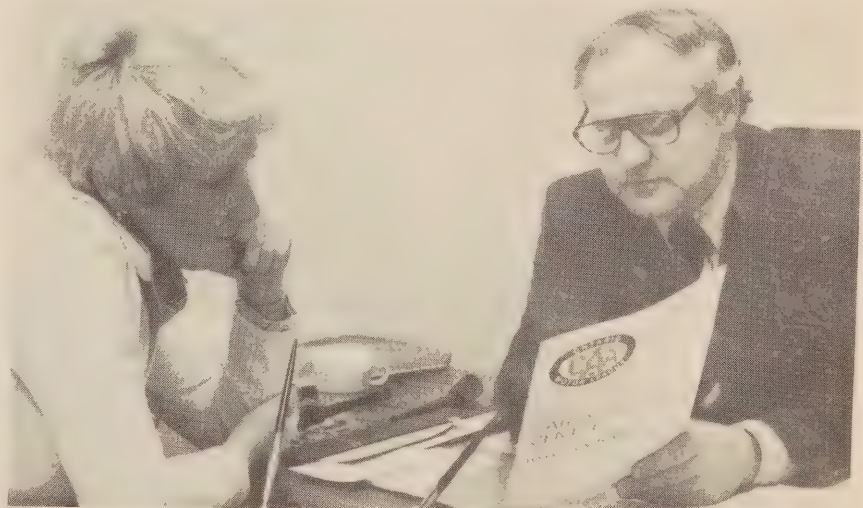
Conolly is particularly careful to point out potential safety problems to customers, primarily troubles in the steering, brakes and suspension of the car — problems, in other words, like my loose idler arm.

"We tell drivers, 'we would suggest that you get this repaired fairly quickly'," Conolly explained.

As for my Cougar — well, George Conolly assures me there's many more miles in the beast yet.

And there's another consolation. No car, either new or used, has ever received a 100 per cent perfect bill of health from the sharp-eyed OML mechanics at the Car Inspection Centre.

And somehow, I doubt any car ever will.



At the end of the inspection George Conolly discusses the report with Gail, suggesting which items should be attended to immediately and those which could be repaired at a later date.

Novice motorcyclists learn survival skills through CSC course

More and more would-be motorcyclists in Ontario are discovering the best and safest way to learn defensive motorcycle driving is through the Canada Safety Council's Motorcycle Training Course, now offered in 18 locations across the province.

Last year 1,200 Ontario students signed up for the course, said Gilbert Palmer, assistant general-manager of the Ontario Safety League — the provincial body responsible for organizing the course in Ontario.

"We think we're going to double everything this year," he added.

The course was created in the late 60's by a concerned motorcyclist, Stuart Munro, from the then Department of Transport, in consultation with international safety experts. In the spring of 1974, it was adopted by the CSC and introduced nationwide.

The object: To cut the high death and injury toll among novice bikers.

In all 10 provinces, courses are taught by experienced cyclists trained in each locality by a chief instructor.

Chief instructors from across Canada attend an instructor's training course in Ottawa at the beginning of each season.

In Ontario, the 16-hour motorcycle training courses are offered continuously evenings or weekends from April to September in all locations.

Enrollment is limited to allow students as much individual help as possible. Average ratio is one instructor for four students.

The focus, according to Ontario's supervisory chief instructor, Sheryl Walton, is "safety and survival."

"It prepares beginner motorcyclists for what might happen on the road."

Students begin by learning the basic skills involved in handling a motorcycle — braking, cold starts, gear-shifting, signaling and shoulder checks.

They then progress to slow riding (clutch control), pattern riding, emergency braking, negotiating obstacles, collision avoidance and driving in adverse conditions.

Climax of the course, in locations where facilities allow it, is an actual road run under the supervision of instructors. This allows students to get first-hand experience in driving in traffic.

At the completion of the course, there is



A rider prepares to land as the teeter-totter teeters. In the Canada Safety Council Motorcycle Training Course, students learn to control their bikes under a variety of conditions.

a riding test in which students are required to demonstrate how well they've mastered all points covered.

Successful grads range from 16-year-old-youths (younger with parental permission) to 60-year-old grandmothers, said Walton.

"They aren't all 18-year-old boys with Kawasaki 900's," she pointed out.

The general reaction of most students to the course? "It's very, very good," she said.

As for Walton, a motorcyclist with four year's experience, "I think it's terrific.

"I feel it instills in the students a respect for safety and for their lives."

The CSC's motorcycle driver training course is being offered in the following Ontario locations: Brampton, Belleville, Chatham, Kingston, King City, Kitchener, London, Orillia, Owen Sound, St. Catharines, Downsview, Toronto (east end), Windsor, Woodstock, Sudbury, Thunder Bay, Brantford and Hamilton.

For more information contact the Ontario Safety League, 409 King Street West, Toronto, Ontario M5V 1K1, telephone (416) 362-1516.

"R" stands for "learner"

Learning to drive a motorcycle?

Now, under Ontario's new classified driver licensing system, there's a class of licence just for you.

It's called a class "R" motorcycle learner's licence and it's mandatory for all prospective bikers.

To obtain a class "R" licence, simply go to your nearest driver examination office, pay a fee of \$11 and complete a written, vision and preliminary skill test. During this skill test you'll be asked to demonstrate that you know how to operate the controls of your bike, are familiar with proper starting and stopping procedures, and have reasonable control and balance while driving.

A class "R" licence is valid for 60 days and is non-renewable. It permits you to get actual road experience on your bike under certain conditions.

For example: you can ride only during daylight hours; you are not permitted to carry passengers; and you may not drive on any highways with speed limits over 50 mph except highways 11 and 17.

To obtain a class "M" Driver's Licence you must pass a road test before your "R" licence expires.

How to keep on keeping on: a biker's guide

Rob Lockhart, an editor in the Ministry of Transportation and Communications' research and development division and a veteran motorcyclist, talks about some of the do's and don'ts of safe street riding. Rob first began riding motorcycles in 1965.

Any biker who says he's never taken a spill is a liar.

Either that or he doesn't ride a motorcycle for the same reasons most of us do.

I don't mean that we enjoy bone-crushing, skin-scraping, ego-destroying nose dives into the pavement. Most of us don't. We ride motorcycles because they're exciting.

It's a real turn-on to have all that power at your finger-tips and it just plain feels good to test your skills and feel yourself getting better and better. To explore the limits of your own abilities and those of your machine until man, machine and environment achieve a perfect, almost mystical unity of fluid motion.

Trouble is, it's in exploring limits that we often find ourselves sliding down the road on our cans.

The other trouble with motorcycling is that things tend to intrude upon your mystical, fluid-motion fantasy. Things like speed limits, four-pound June bugs and semi-comatose cigar-chomping dumbos driving their El Consumo Hippopotamus V-8's in blissful ignorance of your very existence.

Most motorcycle fatalities (about 60 per cent according to the Motorcycle Safety Council) happen to people who have been riding less than a year. To that, I would add a lot of people are killed while riding a borrowed bike.

This suggests that a natural selection process is at work tending to weed out those who don't know their limits, or don't know how to find them without cashing in their chips.

Surviving your first year

So, if you survive your first year on a motorbike your chances are pretty good. And they probably get better each year you ride. The question, then, is how to survive your first year.

I think the best way to do that is to start out with a bike no bigger than 125 cc's. It has enough power to dice it with the cars and give you plenty of cheap thrills without getting you in over your head — unless, of course, you're really determined.

It gives me the prickly-scalps to see some hotshot kid on a fire-breathing 750. He

thinks he's king of the world, but dollars to donuts he has no idea of what kind of deadly weapon he's fooling with.

I saw one kid on a brand new, sparkling bright Z-1. He must have just ridden it out of the showroom. He pulled off to the side of the road to show off his new toy to some friends and when he stopped he just flopped over like a bowling pin. The kid was so green he forgot to put his feet down! Yet, there he was on the fastest, most powerful motorcycle you can buy.

Another key to motorcycle survival is to never forget how vulnerable you are.

Unlike a car, which has tons of crushable metal to protect you from your own blunders, when you mess up on a motorbike it's your own precious body that takes the rap.

Keeping that in mind helps you suppress the foolish notion that three trips to the

been deliberately forced off the road by psychotics who giggled with glee at my frantic efforts to maintain control.

Sure, most drivers are not out to crush you in cold blood, but enough of them do it inadvertently to make paranoia the only reasonable attitude for a motorcyclist to adopt.

Creative paranoia

The trick is to make paranoia work for you.

If you expect someone to pull out in front of you, you will tend to slow down and mentally calculate your chances of braking to a stop or taking evasive action. Then when it does happen (and it surely will sometime) you are fully prepared.

If you expect the guy ahead to suddenly slam on his brakes for no apparent reason,



Burger King makes you as good as Kenny Roberts. Even a champion like Kenny Roberts had to develop his skills gradually.

Assuming, then, that you manage to master yourself and your machine, there remains an ugly reality to be faced: The world is a hostile place for motorcycles!

There are those June bugs to sock you in the eye, gravel trucks to spit rocks at you, diesel buses to change the colour of your complexion and, worst of all, there is your fellow man.

Fellow Man will look straight at you then pull out in front of you. Later on, he'll tell the inquest that he never saw you. (He could be telling the truth.)

At 60 miles per hour, Fellow Man will try to fondle your derriere with his hood ornament but he'll get mad as hell if you follow him too closely. Maybe even mad enough to slam on his brakes. "That'll teach him," he says to himself, "Bet he won't do that again." He's right; you won't.

I guess I sound a bit paranoid but I speak from experience.

Twice in my motorcycling career I've

you will not ride up his tail pipe.

If you expect the car beside you to scrunch you against the curb, you'll try not to ride beside anyone. If you can't avoid it, you'll stay close to the front end of his car where he can see you very clearly and you can gas it and get out of his way if you have to.

If you take nothing on trust, there is no end to the defensive strategies you will invent. They will keep you out of trouble and, incidentally, make you a better driver than most.

Creative paranoia can extend your control beyond your riding skills and your machine; it can give you control over your riding environment.

When you have control you can avoid the hostile elements and take from the roadway environment only what you want — space, freedom and challenge.

You can achieve perfect fluid motion and mystic unity of man, machine, and environment.

You can even do it safely.

NEWS BRIEFS

CANADA: Road sign metrication is now underway in *Quebec*. Exits on major toll roads out of Montreal have been numbered according to the distance in kilometres from the city. In *Alberta*, signs have been erected showing motorists metric equivalents of current road speeds.

□ □ □

SASKATCHEWAN: Mandatory seat belt legislation will take effect in Saskatchewan July 1, 1977, and highway speed limits may be reduced Sept. 1 as part of the province's recently announced Safety '77 program. Other plans include: Introduction of a vehicle safety inspection program and an alcohol rehabilitation program.

□ □ □

WASHINGTON, D.C.: According to preliminary figures, an estimated 44,807 people died in traffic accidents on U.S. highways in 1976 — only 25 more fatalities than in 1975. U.S. Secretary of Transportation *Brock Adams* called legislation lowering speed limits to 55 mph a key factor in holding the line on traffic deaths.

□ □ □

PRETORIA, S.A.: A driver who failed to make sure his nine-year old passenger was secured by a seat belt was found guilty in Magistrates Court of culpable homicide when the child died after being flung through the car windshield.



Ministry of Transportation and Communications film crew prepares to shoot a scene for the seat belt film, *The Human Collision* — produced by MTC in conjunction with *Crawley Films*. Now over a year old, *The Human Collision* has been seen by some 150 safety groups across Canada and the U.S. and as far away as South Africa. In 1976 the film won an Award of Merit from the U.S. National Committee on Films for Safety.

Coming events

April 25-29 — Fleet Trainer Course, Ontario Safety League

May 16-18 — Vehicle Accident Investigation and Claims Settlement, 3-day course, Ontario Safety League

June 23-25 — Second Symposium on Driver Education, Toronto, Canada Safety Council and Insurance Bureau of Canada.

More seminars for driving instructors

Four more one-day seminars for driver training instructors are being sponsored by the Driving School Association of Ontario in April, May and June.

The seminars will be held in Windsor on April 30; Hamilton, May 7; Thunder Bay, May 28; Sudbury, June 4.

The association sponsored three previous seminars in Kitchener, Toronto and Ottawa.

All licensed driver training instructors are eligible to attend the seminars.

For more information write to: Eric Owen, 2245 Yonge St., Suite 4, Toronto, M4F 2Y8.

ontario traffic safety

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Wrecker sees evidence seatbelt law working

Cuppy Katz doesn't need government statistics to tell him Ontario's seat belt law is working.

As co-owner of Dominion Auto Wreckers on Fruitland Road, he sees the evidence everyday in the shattered cars and trucks that arrive at his yard — casualties of countless traffic collisions.

The crumpled hulks of metal that pass under his office window may appear to a layman to look much the same as always. But to Cuppy Katz's practised eye, there's a difference — a difference he dates back to the introduction of the seat belt law in January 1976.

Most significantly, Cuppy said: "There are definitely more good windshields around today than there ever were. We never had them to sell before because if the driver didn't break the windshield by hitting it, he'd hit the mirror which would break the windshield."

Cars with extensive front end damage that *should* have broken windshields are coming in with their windshields intact, he said, and pointed as an example, to the 1974 Lincoln currently sitting in his garage.

"That car is blasted in the front end and the windshield's not broken. I'll bet you two years ago that windshield would have had a hole in it."

The way Cuppy sees it, there's only one possible explanation for the drop in the number of broken windshields.

"You can only assume that somebody's seat belt saved somebody from going through a windshield," he said.

Not only are fewer people cracking their heads on their car windshields, there's indications injuries of all kinds are down, Cuppy said.

Interior damage is not as bad in many cars, he said.

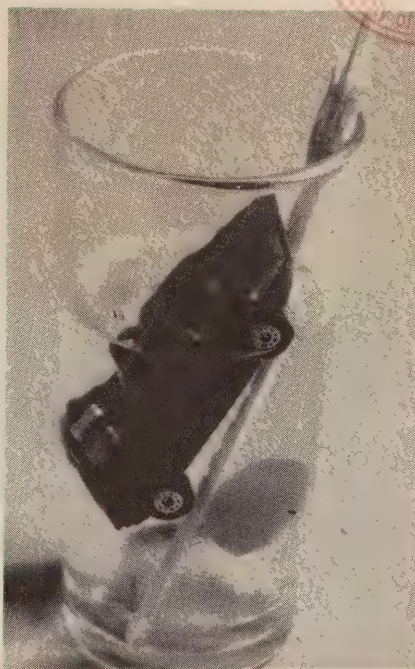
"And another thing, there isn't as much blood on the seats in the cars as there used to be. And that's something you notice. I look in every car to see what the mileage is. And there used to be many times I'd look in and say: 'I don't want to look in there.' But the majority of times today there's no problem," he said.

(continued on page 2)



Cuppy Katz, co-owner of Dominion Auto Wreckers, sees the effects of Ontario's seat belt law at first hand.

Drinking and driving laws explained



How do you know when you're too drunk to drive?

How many drinks will it take to give you a blood alcohol level that would make you legally drunk?

What are the penalties for drinking and driving offenses?

These and other questions are graphically answered in a new 18-minute slide presentation produced by the National Film Board for Transport Canada.

Titled "Drinking, Driving and the Law", the slide show is designed to explain recent changes in the Criminal Code, including the amendments allowing the use of roadside breath testers.

The complete package includes a Kodak Carousel Tray containing 105 slides; an audio cassette with a sound narration, plus illustrated brochures.

To borrow this safety program contact: Audio/Visual Section, Public and Safety Information Branch, MTC, 1201 Wilson Avenue, Downsview, Ontario, M3M 1J8.

Farm vehicles exempt from over-size limits

An Ontario farmer who wants to move his over-sized combine or load of hay down a road can now skip that trip to the nearest Driver Examination Office for a special permit.

Under new regulations, effective April 1, over-sized farm vehicles have been exempted from the weight, width, length and height limits provided in the Highway Traffic Act.

"We have had many representations from farm groups on the inconvenience of the old special-permit process," said Minister of Transportation and Communications James Snow.

"I'm confident the new regulation will prove to be far more practical in its application than the old arrangement."

Farmers will still have to observe certain requirements when operating their vehicles on the road, the Minister pointed out.

All over-sized farm vehicles are prohibited from operating on any of the multi-lane "400 series" highways, including the Queen Elizabeth Way, Highway 400 from Jane Street in Toronto to Barrie; the Ottawa Queensway, Highway 2A in Scarborough and the Kitchener-Waterloo Expressway.

There are also lighting requirements. Over-sized farm vehicles from 8'6" to 12'6" wide will not be restricted during daylight hours, but during night-time or when poor visibility prevails they must have two flashing amber lights at the front and rear.

From 12'6" to 16' wide, such vehicles must have two flashing amber lights at the front and rear and either a rotating amber roof light or escort vehicle front and rear.

Vehicles over 16' wide require similar daytime lighting. And at night two flashing amber lights must be shown, front and rear, as well as a single rotating amber roof flasher, *plus* escort vehicles front and rear. These escort vehicles must show four-way flashers or a single rotating roof flasher.

Snow said the legislation was the result of meetings between MTC, the Ontario Federation of Agriculture, the Farm Safety Association, the National Farmers' Union and the Ontario Ministry of Agriculture and Food.

"I think this new regulation not only demonstrates that my Ministry recognizes the special needs and problems of the farmers of this province, but it is willing to work with farm groups to come up with solutions to some of those problems," the Minister said.



Cars like this one with crumpled front and rear ends but completely intact windshields have become a common sight, says Cuppy Katz. The car is a total wreck; the passengers escaped uninjured.

Cuppy Katz (continued from page 1)

Would seat belts account for the difference?

"What else?" said Cuppy.

To critics who argue that there's just not that many people buckling up — Cuppy Katz points to another interesting difference he's observed in his business.

The demand for used seat belts has skyrocketed since the seat belt law was introduced last year.

"We sold more seat belts from January to say March last year than we ever sold in 10 years — mainly to people who took the belts out of their

cars and had to put them back in or people who got caught up in the idea of using them."

Even car owners with pre-1971 cars have been coming in and buying seat belts from later models to install in their own cars, Cuppy said.

"It's been unbelievable."

To Cuppy Katz's mind, it all adds up: Fewer broken windshields, fewer bent steering wheels, fewer blood-stained seats, and a sharp increase in the demand for used seat belts. . .

Evidence, Ontario's seat belt law is working.



A seat belt isn't much good if you buckle it behind you. The cracked windshield shows the driver of this car found out the hard way.

Child restraints

What's holding your child back ?

A busy father drives to the supermarket on a Saturday afternoon with his two-year-old daughter standing on the seat beside him.

A young mother sits, unbelted, beside her husband in the car, holding their infant son in her arms.

A child leans out the back window to get a better view during an outing in the family car.

They're commonplace scenes, all of them.

Yet, in each one, the parents involved are guilty of neglecting the safety of their children.

If there is a crash or sudden stop, chances are the child standing beside her father will become a missile striking some part of the vehicle's interior with tremendous force.

The mother holding her baby in her arms may think she's protecting the child, but in a collision she will not be able to prevent that child from being crushed between her body and the dashboard.

The child leaning out the back window is in imminent danger of being flung on to the road — perhaps under the wheels of another car — if the father brakes suddenly.

In 1975, eight per cent of the car occupants killed or injured in Ontario were children under the age of 14.

Significantly, the three most common causes of injuries among children are: 1. collision with the car's interior; 2. being crushed by unrestrained adults; and 3. ejection from the car.

The tragic fact is, all these are preventable.

By wearing seat belts themselves and making sure each child is properly restrained, parents can go a long way towards reducing the dangers of children riding in cars.

In the following article Terry Smutylo, a researcher with the Ministry of Transportation and Communications tells parents how to determine whether their child is properly restrained.

Terry has been involved in studying the effectiveness of seat belts and child restraints since 1975.

A child is not a "miniature adult". The child's head is softer and much larger in proportion to the rest of the body. The rib cage is thinner and more elastic.

In short, a child is much more vulnerable to injury than an adult.



A car seat offers the best protection for a small child.

Thus it's illogical to expect lap and shoulder belts designed for adults to provide full protection for the small child. Children need specially designed restraints to keep them safely in their seats, to carefully distribute the impact forces over the strongest parts of their bodies.

Infants up to 20 pounds are best protected when harnessed in rear-facing seats which are anchored to the car by the adult lap belt.

Youngsters between 20 and 40 pounds may be protected by either of two types of child restraints.



An older child can use a regular lap belt.

The first has a five-point safety harness anchored to the car by the adult lap belt and a top anchor strap. This strap is important. It prevents the seat from flying forward in an accident. But it is often difficult to install in vehicles such as station wagons or trucks.

The second is the protective-shield type of seat. Like the restraint with a five-point harness, this car seat is secured by the adult lap belt. However, it doesn't require a top anchor strap which makes it adaptable to a variety of vehicles.

The protective shield spreads the forces over a wide area, making it a very effective design for head-on impacts. It gives limited side impact protection, though, and should be used in centre seats only.

Children over 40 pounds can use the regular lap belt, but parents must ensure that the belt is snug and low over the child's hips. Wearing it over the tummy can be dangerous.

Adult shoulder belts should not be worn by children or any person under 59 inches in height.

As a general rule, children should, whenever possible, ride in the rear seat.

In cases where a youngster less than 59 inches must ride up front, most of the newer three-point seat belts enable the child to wear the lap belt while passing the shoulder belt behind him against the seat back.

A number of child restraint brands are available in Ontario. Although Regulation 23 of the Canadian Hazardous Products Act ensures that no seat on the market since Nov. 1975 will jeopardize a child's safety, some models may be more suitable to a particular child than others.

When purchasing child restraints, parents should look for these features:

- size, room for the child to sit comfortably;
- ease in getting a child in and out of the restraint;
- installation according to manufacturer's instructions is possible — especially regarding the top anchor strap
- no sharp edges that are likely to break or cut the webbing

Most child restraints can be found in any catalogue, department or automotive supply store, but prices vary greatly so it's a good idea to shop around.

When properly installed and used 100 per cent of the time, seat belts and child restraints ensure safer travelling for every member of the family.

Safety is kidstuff for these pre-

"What am I?" asks Constable Carol Porter. "Am I a mailman?"

The circle of two-and-a-half to five-and-a-half year-olds sitting at her feet know better.

"No", 30 voices chorus back. "You're a policeman." Or a policewoman, or a policegirl — there's a little disagreement on the constable's exact status.

But on one point everyone at Brampton

in their safety rules by their teacher — and that makes her job easier.

Constable Porter is a safety officer with the Peel Regional Police. Like safety officers in police forces throughout the province, one of her main responsibilities is to ensure that school children in her region know and understand their safety rules.

The nursery school Constable Porter is visiting this morning is not one of the schools on her regular "beat" because officially the school safety programs begin at the kindergarten level.

But, as the Constable explained beforehand, she tries to fit in visits to as many nursery schools as she can where the teachers request it.

The way Constable Porter looks at it is: There's no such thing as too young when it comes to learning about safety — in fact, the earlier children start the better.

The biggest problem with very small children is that they really have not yet grasped just how dangerous traffic is, she said.

Occasionally, Constable Porter said, she will show a group of small children an overlay of "bumper surfing" she uses with her older classes. The overlay shows a boy hanging on to the back bumper of a car.

"I've had a lot of kids say when I put that on, 'He's holding the car back.' They just can't comprehend that they're not as strong as a car or that a car can kill."

Grabbing and holding the children's attention for even 15 minutes can often be difficult, she admitted.

That's where the uniform helps.

"As soon as I walk in, I get their attention. No problem. In fact, I can't get them off my uniform."

But the uniform serves another purpose as well.

She generally begins her presentation by discussing her uniform with the children and showing them how to distinguish a police officer.

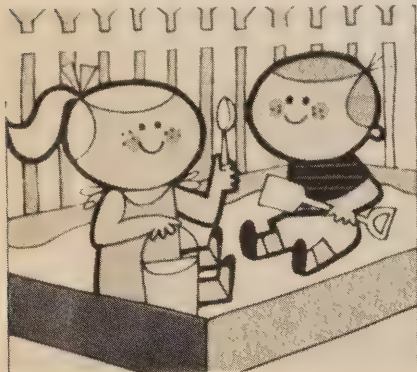
Police contact important

The object: To make sure the children know how to recognize a police officer and understand a police officer is a friend who will help them if they're in trouble.

Once the police contact has been established, said Constable Porter, she usually limits the safety part of the presentation to teaching the children one or maybe two basic pedestrian safety rules.

Teaching three and four-year-olds rule for crossing the street may seem premature, said Constable Porter. "But I don't feel it hurts to discuss it with them."

The children at the Montessori Nursery School in Brampton, however, are obviously ready to handle more than one safety rule.



Play in safe places

Montessori Nursery School agrees.

"I want you to remember that a police officer is your friend," says Constable Porter.

Rapport established, Constable Porter steers the conversation into an important area — safety.

And to help her get the safety message across, she has brought along an old friend — a child-size figure with big ears, a trunk and a sailor cap.

"Who have I got here? Elmer the Safety Chicken? Right?" asks Constable Porter.

The children laugh. "No, he's Elmer the Safety Elephant."

Stop, Go, Wait

Using Elmer's red, green and yellow suit, Constable Porter quickly checks to see whether the children know what the various colors mean. They do — red is "stop," green is "go" and yellow is "wait"

She tries a safety question.

"What do you do before you cross the street?"

"Look both ways," comes the chorus.

"Why?" asks Constable Porter.

One small boy, braver than the rest has the answer: "Because a car could run over you."

Constable Porter nods and smiles. The children have obviously been well-coached



Constable Porter shows the children how to recognize the uniform of a police officer

choolers

Satisfied that most of them understand the rule: "Look both (or all) ways before you cross the street", Constable Porter ventures another one.

"After looking all ways, *how* do you cross the street?"

"Walk don't run," comes the group answer.

"Why?"

A moment's silence. Then one child shouts: "Because you might fall."

"Where does Elmer tell us we should play?"

The children know this one too.

"In the park or at home."

Constable Porter tries a little more difficult question.

"Where at home?"

A small girl suggests: "In the backyard?"

"Somewhere that's safe," Constable Porter agrees.

One last question: "I don't like to see children play ball on the sidewalk. Why not?"

"The ball might go in the road," a few children answer.

Afterwards, back at Peel Regional Police headquarters, Constable Porter talked about her visit.

The rules she covered with the children at the Montessori Nursery School in Brampton were essentially the same ones she covers with her kindergarten classes.

Most nursery school classes aren't as well informed. But by kindergarten, she explained, she can generally assume that the majority of the children she sees have already been exposed to the Elmer Safety Program.

At this beginning level, said Constable Porter, as she demonstrated at the Montessori Nursery School, the main emphasis is on introducing the children to Elmer and a few basic safety rules, and making sure they know and feel comfortable with the safety officer.

Special safety problems

If there is a special safety problem at a particular school, she said, she will discuss that with the children as well.

"Some of my schools have traffic lights with a crossing guard where the children have to cross to get to school. So that's stressed in that school. Some have a creek running through a nearby park, or whatever, so you try to adjust your presentation to the problems in that area."

Constable Porter doesn't touch bicycle safety — until at least grade three.



Allyson Kontor, 4, tries on Constable Porter's cap for size

"I know they own them. But I tell them they're not supposed to be anywhere near the road on a bicycle."

For Constable Porter, there's one important question that goes with the job.

The question?: Am I doing any good? Are the children making any connection between the rules they recite and their own behaviour?

It's something she admits she has difficulty answering.

"I guess it does impress some of the little guys for awhile. But they get out there playing with their buddies and having a good time and 'bang' they're on the street without even thinking about it."

The chilling fact remains that in 99 per cent of the cases in which a child is injured or killed by a car or other vehicle, the child is at fault, said Constable Porter.

And until that fact changes, Constable Porter and her colleagues can only continue to try and get the message across to

Ontario school children of all ages:

"Careful children aren't getting hurt. It's those who aren't watching what they're doing. They're the ones who are getting hit."



A policeman is a friend

Night Driving

Have you ever been driving at night and narrowly missed hitting another car that just seemed to loom up out of the darkness?

Or perhaps you've had the frightening experience of being temporarily blinded by the high beams of an approaching vehicle.

If so, you've had a first-hand demonstration of a fact many drivers take for granted.

Darkness *does* create new driving hazards that just aren't there in daylight.

National Safety News, a U.S. publication, reports that on a mile-for-mile basis, night driving is more than twice as dangerous as daytime driving.

But being aware of the special problems connected with night driving and knowing how to cope with them can help you improve these odds.

The biggest problem you, as a driver, face when travelling at night is the fact that no matter how good your eyesight is during the day, you simply can't see as well after dark.

Darkness reduces the clarity of the visual clues essential for safe driving. It becomes more difficult for you to judge distance and speed and your peripheral vision is reduced.

Your reflexes and reaction time are similarly impaired.

If you're a wise driver, you'll recognize this and adjust your speed accordingly.

A good rule to follow is never travel so fast you cannot stop within the distance illuminated by your headlights.

Remember, too, that your eyes function best when they're in motion and free of tension.

The ideal is a state of relaxed concentration.

An article in the March 1977 issue of Popular Mechanics suggests trying these exercises if you find yourself squinting in an effort to see:

Relax and take a deep breath or two.



Blink. Shift your eyes back and forth and up and down in quick continuous movements.

Above all, advises Popular Mechanics, don't stare at one spot for more than an instant or two. It's easy to lull yourself into a semi-hypnotic state.

Often, there are other hazards that reduce your vision even further at night — hazards like glare from approaching headlights.

Most drivers know the folly of staring directly into the headlights of an approaching car.

But riveting your eyes on the right side of the road can have almost as bad an effect by restricting your peripheral vision to the left, according to Popular Mechanics.

Instead, fight headlight glare with the "three-point scanning system".

Using this system, you scan an imaginary triangle by glancing first at a point near the right side of the road then shift your sight to a point alongside the approaching vehicle (don't look directly at its headlights).

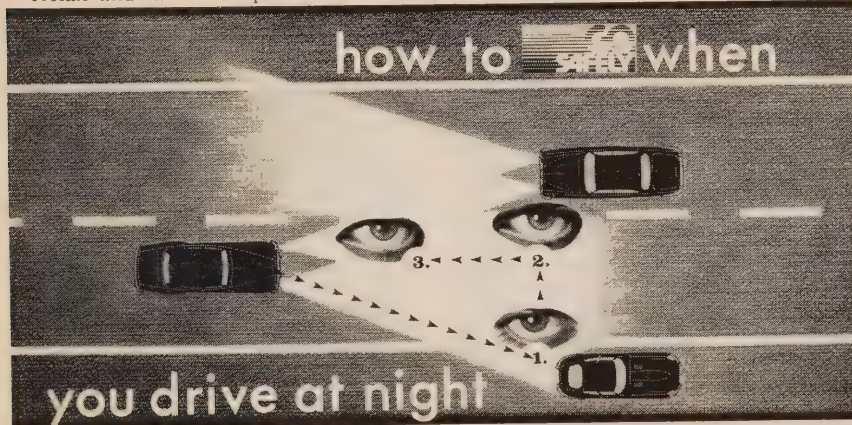
Finally, glance at a point ahead of, and midway between, your car and the oncoming vehicle.

Obviously, your vision problems will be compounded at night if your headlights are dirty or misaligned and your windshield is foggy or smudged.

Lenses should be cleaned frequently in wet weather when road spatter drying on the glass or plastic can cut illumination in half.

Clean your windshields both inside and out. Many drivers don't realize that a film build up on the inside of windows reduces vision and increases glare.

Driving safely in the dark is more complicated and dangerous than driving in daylight. Make sure you and your car are ready to cope with the special hazards that come up when the sun goes down.



Three-point scan

Flashing sign warns speeders

Southbound Highway 400 travellers who exit at the interchange ramp to go west on Highway 401 are in for a surprise — if they're slow at easing up on the gas pedal.

The surprise is a diamond-shaped electronic sign that lights up and flashes "Too Fast" at motorists going over 40 mph on the approach to the curve.

A first for Ontario, the experimental sign was installed in March by the Ministry of Transportation and Communications to test its effectiveness in getting speeders to slow down, said Joe Gleason, head of MTC's Traffic Control Office.

According to police reports, 80 per cent of the accidents on the ramp involve excessive speed, Gleason said.

"With this sign we're trying to tell drivers they are travelling too fast *before* they have an accident," he explained.

The sign, situated just before the ramp curve, is activated by two detectors in the pavement. They measure the time the vehicle takes to travel the distance between them.

Generally, the sign is set to flash its message at 40 mph, Gleason said — 10 mph



Motorists entering the westbound Highway 401 ramp from Highway 400 get an electronic warning to ease up on the gas pedal

more than the recommended safe speed on the curve.

As well as activating the sign, the detectors also record the number of vehicles entering the ramp and how many are travelling too fast.

When the device was first installed, three out of four vehicles entering the ramp were

travelling in excess of the safe speed, Gleason said.

And though it is too early to tell exactly how effective the sign will prove, he said, there is some indication people are paying attention and slowing down.

"You see them putting on the brakes when they see that sign," Gleason said.

MTC freeway surveillance project saves lives following mattress mishap

By Chris Carroll

MTC's freeway surveillance and control project may have been responsible for saving the lives of a woman and two young children following a freak highway mishap on the Queen Elizabeth Way.

According to Ministry telecommunications specialist, Terry Blanks, the woman ran over a mattress that had fallen from the back of a truck and snagged beneath her car.

A passing trucker with a CB radio noticed the mattress and contacted the Milton OPP detachment on emergency channel 9. The Milton police, in turn, called the Port Credit OPP detachment office.

Blanks, who was working on one of the experimental TV monitoring stations in the office at the time, turned the cameras on the QEW-Highway 10 interchange just in time to see the woman drive by.

"She was just pulling her car off to the

side of the road," Blanks said. "Either the friction or the car's exhaust system had ignited the mattress. At least, it was smoking heavily when we first saw it."

He said the fire department was called, while two motorcycle patrolmen took off immediately to help.

"The two officers just managed to pull the mattress from beneath the car when it exploded into flames," he said. "The heat was so intense, it burned right through one of the officer's gloves."

"In my opinion, the police realized the seriousness of the situation because they could see what was happening on our surveillance system."

"If they had arrived at the scene a few seconds later, I am sure the car would have been engulfed in flames with the occupants still inside."

Originally designed to monitor and control traffic congestion on a five-mile stretch of the QEW between Erin Mills Parkway and Cawthra Road, the surveillance system is obviously performing other critical tasks.



MTC's freeway surveillance system is not only controlling traffic congestion on the QEW — it's helping to save lives

NEWS BRIEFS

B.C.: A mandatory seat belt bill has been introduced in the B.C. Legislature. The new legislation is modelled on Ontario's seat belt law but provides for higher fines for offenders. The bill exempts children under six, disabled people or others with medical problems and drivers of delivery vehicles that don't travel at more than 25 mph.

□ □ □

U.S.A.: The National Highway Safety Needs Study, prepared for the U.S. Department of Transportation, ranks seat belt use as the traffic accident countermeasure with the greatest potential for preventing highway crash deaths and injuries. The study found that universal seat belt use could prevent 89,000 deaths and more than 3 million injuries during the next 10 years. The cost — \$506 per life saved, the lowest cost of any countermeasure.

□ □ □

CALIFORNIA: The California Department of Transportation is experimenting with the use of old tires to reinforce roadside embankments. The technique, developed in response to state legislation calling for new ways to dispose of old tires, involves joining the recycled sidewalls of 30,000 tires together into mats by the use of steel clips. The mats will be used to form a 91m long, 15m high embankment on State Route 236 in the Santa Cruz Mountains.



Patron's last beer proves costly for hotel

A recent out-of-court settlement involving close to one-quarter of \$1 million may make Ontario bartenders and their employers think twice about continuing to sell liquor to already intoxicated patrons they know will be driving.

The insurer of a Kitchener hotel that lent \$2 to beer-drinking patron Paul Gerry Giroux on July 7, 1973, which he used to buy a last beer-for-the-road, has agreed to pay \$200,000 of a \$250,000 out-of-court settlement to two people injured by Giroux in a traffic accident after he left the hotel.

Giroux was travelling the wrong way on the Conestoga Parkway in Kitchener when his car collided head-on with a motorcycle, seriously injuring the driver and passenger.

Giroux was convicted of impaired driving.

According to Ontario's Liquor Licence Act: "Where any person . . . sells liquor to

or for a person whose condition is such that the consumption of liquor would apparently intoxicate him or increase his intoxication so that he would be in danger of causing injury," and that person does, in fact, injure someone while intoxicated, the injured person is entitled to compensation from the person who sold the liquor.

Coming events

July 10-15 — Twelfth Annual Conference of the Canadian Foundation on Alcohol and Drug Dependencies, Winnipeg, Manitoba.

Sept. 14-17 — 21st Annual Meeting of the American Association of Automotive Medicine, Vancouver, B.C.

ontario traffic safety

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Provincial highway signs go metric



Ontario's new metric road signs may look like a speeder's delight but don't be fooled. One-hundred km/h means the same thing as 60 mph

Ontario's 13,000-mile provincial highway network will go metric in September. That's the official word from Minister of Transportation and Communications James Snow.

"My Ministry will convert all provincial highway signs to metric units as Ontario's part in a Federal Government directed Canada-wide conversion," Snow said.

MTC crews began the job of converting distance signs to metric units on Aug. 2.

Changeover of speed limit signs is scheduled to begin Sept. 6, the day after Labor Day, and should take about two weeks to complete.

Kilometres (km) will replace miles on distance signs; kilometres per hour (km/h) will replace miles per hour on speed limit signs; and metres (m) will replace yards and feet on advisory signs.

"Ontario drivers will soon discover that actual speed limits haven't changed; that distances between towns and cities are the same, that driving times haven't changed. Just the method of measurement will change," Snow pointed out.

Snow cited some examples to demonstrate the differences between miles and kilometres and miles per hour and kilometres per hour.

"We know that 1.6 kilometres equals a mile. So, using this as a conversion factor, you simply move the decimal point one place to the right, and you see that 16 km equals 10 miles.

"Speed limits will be based on units of 10 km/h and motorists will find the new metric speed limits easy to recognize because of the striking difference in numbers between mph and km/h."

For example:

40 km/h replaces 25 mph
50 km/h replaces 30 mph
80 km/h replaces 50 mph
100 km/h replaces 60 mph

"Inattention" cause of accidents

When you drive... stay alert to stay alive.

That's the message the Ministry of Transportation and Communications is trying to get across to the public this summer through radio spots and billboard ads.

"The fact is, last year eight out of 10 accidents occurred in broad daylight under normal driving conditions when the driver was sober," said Minister of Transportation and Communications James Snow.

"Our researchers feel that driver pre-occupation is the prime sus-

pect in the mystery of 'why' these accidents happened.

"The driver is going along, and maybe his mind begins wandering off the road and traffic and into business problems, or social activities. Or maybe something distracts his attention visually for just a second.

"That's all it takes. A moment's distraction and the driver isn't really in charge. An accident follows. We believe that this is what puts 87.2 per cent of the drivers into our collision statistics."

Safety lanes help prevent tragedies



Headlight alignment is just one of the items checked by MTC's keen-eyed vehicle inspectors.

By Lucy Paolucci

He was only going 30 miles-an-hour. His trusty old car had never acted up before. Why today? He slammed on the brakes but the car wouldn't stop. If only that child hadn't been there. If only he had known his brakes were gone.

Tragedies like this one can be avoided. The fitness of your car is as important as knowing how to drive it. Motorists should know the condition of their cars.

The Ministry of Transportation and Communications has created portable vehicle inspection lanes that travel throughout the province during the summer checking the condition of vehicles.

Robert Valliere, Vehicle Inspection Administrator, in Downsview, emphasized that the purpose of the portable

vehicle inspection lanes is to keep people from getting hurt.

"Some things hurt people," Valliere explained. "For example, if a car didn't have any brakes it would be considered unsafe. We consider a vehicle unsafe when it endangers the life of the occupants in the car or people in other vehicles on the road.

"In this case we would remove the licence plates and the driver would have to order a tow truck to move his car and have it repaired."

Vehicle Inspector Peter Cohan agrees, "It is better to find out your car is a hazard here on the portable lanes instead of out on the road."

Valliere says they are not out to inspect all the cars in Ontario — just a select few. Cars that are quite old and poorly maintained, cars that have been in accidents, and used cars are suspect. In one week, on the average, 600 cars are checked.

In 1976, of more than 77.5 thousand vehicles inspected on the lanes about 42 thousand needed repairs. The portable safety inspection lanes are used for both voluntary and compulsory checks.

On the inspection lane, the brakes, ball joints, lights, steering, suspension, exhaust system, bearings, wheels, chassis, seat belts and much more is checked.

If the vehicle is acceptable a sticker is placed on the windshield. If minor defects are found, the policeman notifies the driver that he has to have his car repaired within a specified time and he



How do things look under the hood? One of the inspectors has a close look at the steering linkage.

must bring his car back to the lane to have it rechecked. If the car is a hazard, the licence plates are removed.

Vehicle Inspector Cohan said that there are some people who are thankful and understanding about their car being banned from the road until it is fixed. They didn't realize what a hazard their car presented.

Then he said, there are those people who are furious about being unable to take their car back on the road. Cohan said the reaction was split fifty-fifty.

Inspector John Macdonald said he was hit over the head with a purse by an angry woman while he was taking off her licence plates.

In one day 10 licence plates might come off cars, on another day maybe one, Macdonald said.

"The goal of the portable lanes is to keep the people in Ontario on guard," said Valliere. "It could go to any city any time without the townspeople knowing. It is a highly kept secret between the police and the Ministry.

"If the town knew, then it would defeat the purpose of the program. The owners of junk cars would keep their cars off the road until the lane left town," Valliere said.

The biggest handicap for policemen in cities other than Toronto, is that they must wait until the portable inspection lanes come to their town before they can request a motorist to have his car safety checked. By that time it may have caused a serious accident.

If a policeman requests a motorist, in writing, to put his car through the portable vehicle inspection lanes, and he fails to do it, he will be penalized. A summons will be sent and a fine between \$50 and \$100 will have to be paid.



Vehicle inspector John A. Macdonald shows what happens to vehicles who fail to pass the safety inspection.

DRIVER EDUCATION

Planning for tomorrow . . .

"An Algebra teacher knows if a student isn't doing well he'll fail the course. But it's kind of hard when you're a driver education teacher to read a name in the obituary column and wonder where you went wrong."

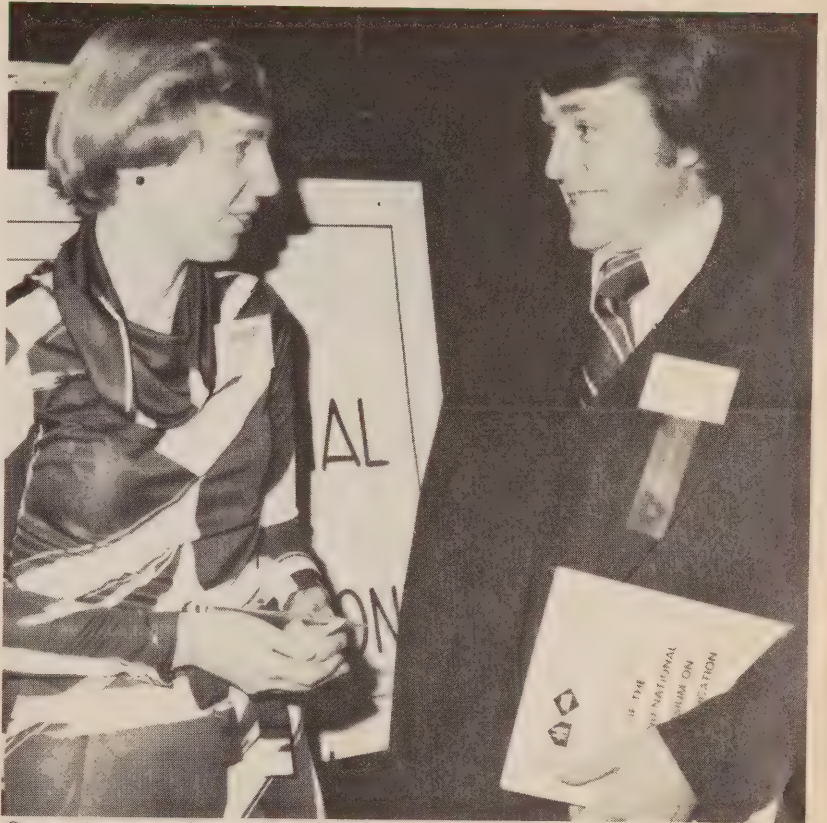
That's the kind of life and death responsibility driver educators face, said Jack Greening, a former driving teacher.

His words summed up the feelings and concern of the more than 380 driver education instructors and administrators from across Canada who met in Toronto recently to decide the future of driver education from coast to coast.

The occasion: the Second National Symposium on Driver Education sponsored by the Canada Safety Council and the Insurance Bureau of Canada.

Greening, currently a driver education consultant with the Saskatchewan Department of Education, was one of a variety of speakers from the U.S. and Canada who discussed some of the problems shared by driving educators and looked at ways of improving driver education in Canada.

Richard McNenly, Supervisor of Driver and Traffic Education with the Canada Safety Council, told delegates that driver education teachers have a



Symposium coordinators Beth Atcheson and Richard McNenly discuss the proceedings between sessions.
(Photo by Doug Jamieson)

The Facts

A total of 44,512 students at 568 secondary schools successfully completed a driver education course in Ontario during 1975-76.

But how does Ontario shape up in comparison to other provinces?

* * *

PERCENTAGE OF HIGH SCHOOLS OFFERING DRIVER EDUCATION IN EACH PROVINCE:

Saskatchewan	100%
Nova Scotia	95%
Prince Edward Island	95%
Ontario	90%
Manitoba	75%
New Brunswick	45%
Alberta	30%
Newfoundland	17%

PERCENTAGE OF STUDENTS ACTUALLY ENROLLED IN EACH PROVINCE:

Prince Edward Island	100%
Nova Scotia	75%
Ontario	30%
Manitoba	20%
Alberta	18%
New Brunswick	10%
Saskatchewan	figures not available
Newfoundland	figures not available

"legal and moral responsibility" to ensure they are doing an effective job of evaluating students in their classes.

"A driver education certificate should indicate something more than the fact the student has completed the minimum requirements set up in your province. It should mean that the instructor feels that the student has the basic skills, knowledge, attitude and emotional stability to become a safe driver."

One teaching method McNenly developed to ensure that goal is realized, is to allow students to choose their own in-depth study program.

This type of method has a very important advantage over straight lecture-style teaching, he said. It helps a teacher to assess a student's *attitude* to driving as well as the skills he's acquired.

"It's just as important to help students understand their attitudinal or emotional weaknesses as it is to help them evaluate right and left turns."

R. George Crothers, Manager of Vehicle Operator Education, Transportation Safety Branch, Alberta Transportation, reminded the delegates that

"student boredom is the arch enemy of effective class-room teaching."

The good teacher recognizes this problem and makes good use of visual aids, psychophysical test equipment, meaningful class projects and research assignments, Crothers said.

Two developments in the field of driver education Crothers singled out as particularly helpful are the use of classroom simulators — small fixed vehicle units equipped with the basic operational controls found in the average passenger car; and the multi-car driving range.

The multi-car driving range, in particular, allows a higher pupil/teacher ratio than the one-to-one required for behind the wheel training and thus means a reduction in the per-pupil cost, Crothers pointed out.

The urgent need to upgrade teacher preparation in Canada emerged early in the symposium as a major concern of many delegates.

American speakers Dr. Robert L. Marshall from Missouri State University and Dr. Robert O. Nolan from

(continued on page 7)

... involves training qualified te



Phil Randell explains the simulator to "model student" Cheryl Cooper, a Grade 12 student at Bayview Secondary School.



Teacher and student — both learning. Blake Moss, a student from the "Model Class" at the wheel, is being evaluated by teacher candidate George Taylor, who in turn is learning to evaluate.

Phil Randell: The objectives of driver education are, first of all, "to teach students how to share the road with other people" and "control the vehicle under all weather and road conditions."

Doug Lynn: "I think one of the major things is to try and develop within a group of students a good driving attitude and a good approach to driving to assist in a smooth traffic flow."

On the driving range at Don Head Secondary School in Richmond Hill five cars are practising typical driving manoeuvres — backing up, parallel parking, stopping and starting on a hill.

Up in the observation tower above the range, one car catches instructor Phil Randell's eye:

"Now watch here's one coming in ... Notice he was too late giving that right signal. Too quick. He didn't do a safety check. We'd hammer him on an evaluation ... He's got a good parallel park, but he 'Mosported' it — in other words, he tried to do it too fast."

If Randell is being exceptionally critical, there's a reason.

The driver in question is no beginner.

In fact, he and the other drivers practising their skills on the driving range are all teacher candidates attending a 4-week Ministry of Education training course to qualify as high school driver ed instructors.

Here at Don Head, the 37 teacher candidates are getting first-hand experience in what is called in driver education circles as a "four-phase driver education program." It includes: (1) classroom instruction; (2) simulator instruction; (3) off-street multi-car driving range; (4) on-the-road instruction.

This is the second year the Ministry of Education has used the Don Head facilities for its driver education preparation courses, said Doug Lynn, principal of the July course.

A second course is offered by the Ministry in August.

The fact that teachers from all over Ontario would come to Don Head S.S. to learn about teaching driver education is no surprise to Randell, head of the school's driver program.

Don Head is not just one of only four schools in the province to have the facilities for a four-phase program, says Randell, "I pride myself that this program is the best in Canada."

Randell explained how the program is set up.

Teachers today

In a four-phase program, he said, each phase is designed to prepare the student for the next level. At Don Head students get about 50 hours classroom instruction (phase 1) and eight hours instruction on a vehicle simulator (phase 2).

The simulator "reinforces what the students have learned in the classroom" and "teaches them procedural skills and perceptual habits," Randell said.

The third phase involves practice on the multi-car driving range and, as far as Randell is concerned, this is the most important phase of all.

It is then that the student learns to handle a car with skill and confidence.

Average length of time Don Head students spend on the driving range is about nine hours.

But the student must demonstrate he or she can accomplish all the necessary manoeuvres flawlessly on the driving range before that student is permitted to move on to the fourth and final phase — on-street driving.

"We may keep a student here on the range for one full term — never let him out on the road," Randell said.

"The student works for that goal."

The majority of students who get through the driving range phase are ready to pass their Ontario driver's exam after one or two hours on the road, Randell said.

However at Don Head, students receive about six hours on-the-road instruction.

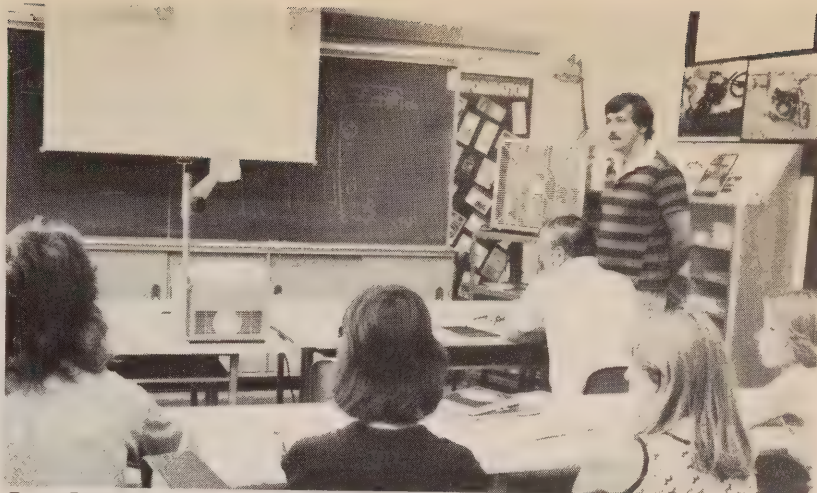
For most of the teacher candidates attending the teacher preparation courses at Don Head this summer, the month-long course will be their first ... and last ... experience with a four-phase driver education program, course principal Doug Lynn said.

Few schools have the facilities to teach more than a one phase (classroom instruction only) or two phase (classroom instruction and on-the-road instruction) driver education program.

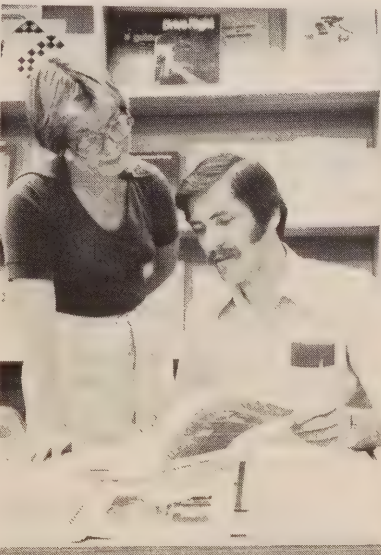
"But the experience they will get here will assist them in the two-phase programs they will be operating. Even the teachers who will only be giving in-class instruction will be able to steer their in-class instruction to a more practical view," Lynn said.

As part of their training, teacher candidates get an opportunity to try out the techniques they've learned on a "model-class" — 12 high school students interested in learning to drive.

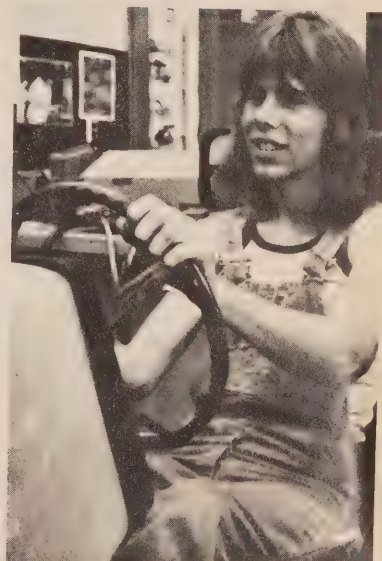
"This gives the teachers a chance to test the driver education program on students and allows them to formulate how they will teach in their own classes," Lynn said.



Doug Beimers, teacher candidate, covers some in-class work with students from the "Model Class".



Doug Lynn shows librarian Sue Buckles one of the books from the school's driver education resource library.



"Model student" Chris Lowman, a Grade 11 student at Bayview Secondary School, says "I've learned a lot already."



Up in the observation tower, Phil Randell keeps an eye on the driving range.

Building a "forgiving" roadside

There's an old joke about a drunk driver who misses a curve and wraps his car around a tree. As he emerges from the wreckage, miraculously uninjured, he protests to the stern-faced policeman writing him a ticket: "But officer, I swear it wasn't my fault. That tree leaped right out and hit me."

Most people would agree that trees, lamp posts and other objects by the side of the highway can't really leap out in front of a car.

But nevertheless, more than 100 people are killed on Ontario provincial highways every year in accidents involving fixed roadside obstacles — everything from trees to bridge abutments.

No one knows better than Joe Gleason that roadside hazards are no joke.

As head of the Ministry of Transportation and Communications Traffic Control Office, Gleason is responsible for a continuing ministry program aimed at either removing or, if that's not possible, protecting cars from rigid fixed objects near the edge of the roadway.

Engineers call it building a "forgiving roadside," Gleason said.

"It means if you do make a mistake and run off the road you're not necessarily going to meet dire consequences."

The concept of a "forgiving roadside"



Trees planted close to the edge of the roadway present a particularly deadly roadside hazard.

is a relatively new one among highway designers, Gleason said — hardly 10 years old.

"Up until the late 1960's the attitude was more or less that we were building basic road facilities and expecting the driver to remain on the pavement. If he ran off the pavement you could probably say it was his own carelessness or he had a defective vehicle, or he fell asleep or he was drunk or some other factor that seemed to remove all responsibility from the highway department."

In the mid '60's, largely as a result of a campaign started by a concerned citizen, Joseph Linko of New York city, highway departments across North America began to re-examine their philosophy about roadsides.

"Mr. Linko's campaign in the mid-'60's brought it very forcefully to everybody's attention that the driver

who did make a mistake and did lose control didn't necessarily deserve to be injured or killed because of that mistake," Gleason said.

Nine years ago, in response to that new philosophy, MTC launched its roadside hazard elimination program.

The object of that program: to "treat" all rigid fixed objects located within 30 feet of the edge of the roadway.

(The figure 30 feet became standard among designers and engineers after studies showed that 75 per cent of vehicles that do run off the road end up going no further than 30 feet from the edge of the pavement.)

The rule of thumb MTC engineers follow when dealing with roadside hazards, Gleason said, is a simple one: if it's possible to do so, remove it; if you can't remove it, "soften" it; if it can't be safely "softened", add a protective guide rail or crash cushion.

In the category of hazards that are best removed entirely, the most serious and most deadly are large trees dangerously close to the edge of the road.

But it's one aspect of the program that doesn't make MTC very popular with local residents, Gleason admitted.

"In some cases, sometimes generations ago, heavy trees were planted along the roadside. These trees are now a very definite hazard as far as motorists are concerned. But it's very difficult to cut these trees. A local resident will come out and say his great-grandfather planted these trees along the front of the farm and there's no way anybody is going to cut them down."

MTC policy generally has been to identify and remove trees that are near potential accident-prone areas such as intersections and curves, Gleason said.

"We don't try and cut down every tree along every highway by any means."

(First of two parts)



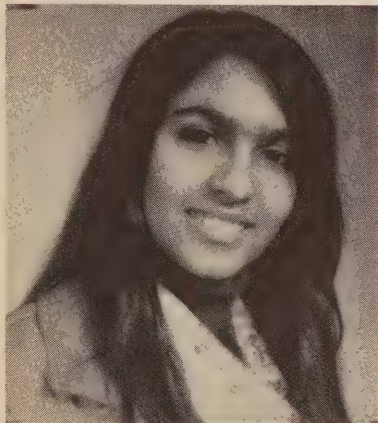
Meeting an unprotected rigid object along the roadside can have tragic results for the careless motorist.

Job of school safety patroller means prestige... and responsibility

Back-to-school time is just around the corner. And throughout the province, school safety patrollers will soon be on the job at busy intersections and crosswalks making sure their school-mates get to class safely.

For the boys and girls picked to wear the distinctive blaze orange belts and arm sleeves, the patroller's trademarks, being a patroller is a position of honor... and responsibility.

No one is more aware of the challenges and problems that go with the job than veteran patrollers Niva Dinshaw and Jimmy Jarvis. Niva and Jimmy, both students at Nativity of our Lord School in Etobicoke, completed their third and final year as patrollers last year.



Niva Dinshaw

For the benefit of new patrollers starting out this fall Niva and Jimmy offered some comments and advice.

Being a patroller is, first of all, a learning experience said Jimmy.

"Before I became a patroller I knew I was taking a risk when I crossed a street. But now I realize how dangerous it really is to cross in steady traffic."

Jimmy seriously advises new patrollers "not to get nervous and to do what you think is right. I've never been in a situation where I didn't know what to do."

Students who refuse to obey the patrollers signals present one of the biggest problems for patrollers, Niva said.

"Some kids are just defiant. They will cross five feet away even though I am out there at the crosswalk. They just run across."

Such students are the exception however.

Says Constable Fred Alliston of the



School Safety Office in Toronto:

"Generally, the rest of the student body looks up to the patrollers and appreciates what they are doing."

Not every student has the potential to handle the job of a school safety patroller, Constable Alliston said. To be



Jimmy Jarvis

a good patroller requires a special combination of characteristics.

"We don't want a bossy kid. They should have a good rapport with the rest of their peers, be responsible and bright."

It's no wonder Niva and Jimmy considered serving as a patroller a job to be proud of.

Driver Ed (cont'd from page 3)

Michigan State University brought that need home by outlining the comprehensive undergraduate and graduate programs in driver education available to prospective driver education instructors and administrators in several universities in the U.S.

In Canada only the University of Alberta and the University of Manitoba offer driver education credit courses.

One of the chief problems with driver education in Canada, delegates agreed, is the enormous variation in standards and lack of communication between provinces.

As a step toward solving that problem, the decision was made to form a steering committee to look into the feasibility of setting up a co-ordinating body called the Canadian Driver Education Association.

General conclusion of the Symposium, in the words of Phil Farmer, Executive Director of the Canada Safety Council:

"We've come a long way in the field of driver education in this country. But we've still got a long way to go."

NEWS BRIEFS

VANCOUVER: A city towing company has introduced a new element into drinking and driving — Tow-A-Drunk. Drivers who wish to use the service simply call the company and for a charge of \$20 a tow truck driver will arrive to deliver both driver and car home safely.

MONTREAL: In this city, drivers are ticketed for obeying the law. During the recent campaign by the City of Montreal's school zone safety committee, the Montreal Urban Community police issued "bravo" tickets to 199 motorists for respecting the 20 mph speed limit in school zones.

U.S.A.: U.S. Transportation Secretary Brock Adams has ordered auto makers to put airbags or automatic seat belts in new luxury and full-size cars by late 1981 and in all models by the fall of 1983. Adams estimated the mandatory safety systems will save 9,000 lives or more a year in the U.S. by the mid 1980's. Added consumer cost per vehicle — \$25 to \$100 for the new seat belt system or \$100 to \$300 for airbags. All cars would retain standard seat belts as well.

REMINDER

Heavy objects on the back window shelf can become deadly missiles if a driver is forced to stop suddenly.

ontario traffic safety

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*Hon. James Snow, Minister.
H. F. Gilbert, Deputy Minister.*

Editor: Robin Burgess.



OPP Constable Rob McGrath of Port Credit detachment demonstrates how he uses the "push-off" bumper on his cruiser to push disabled vehicles off to the side of the highway and out of the flow of traffic. The special bumpers, installed on all Port Credit detachment cruisers as an experiment last October, have proved "more than successful," said Staff Sergeant Finigan. Now, instead of sitting on the highway until a tow truck arrives, stalled cars can be pushed onto the shoulder of the road keeping all traffic lanes free to handle the rush-hour.

Letter to the Editor

The Editor:

I would like to commend you for stressing the use of seat belts. We were in Oakville on July 22 last year and were hit by a dump truck. The driver momentarily forgot the stop sign and plowed into our Torino which was completely demolished. My husband and myself both had our shoulder and lap belts on. He had only a slight scratch on his leg; I had to be cut out of the car. I had several broken ribs, whiplash and other injuries but am alive and the police and everyone involved could not believe any one could live through such an accident. Without a seat belt I would have gone through the windshield.

So keep up the good work and try to convince people they ARE a necessity.

Thanks again for the bulletin and thanks for the articles.

Dorothy F. Cahill
Sault Ste. Marie

Coming Events

Oct. 2-5 — Canada Safety Council annual conference, Halifax, N.S.

Oct. 10-14 — Roads and Transportation Association of Canada annual conference, Vancouver, B.C.

Oct. 24-25 — Fleet Supervisors Course, Ontario Safety League, Toronto, Ont.

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Halloween Ahead



See
Safety Tips
p. 3

QUEBEC: Seatbelt law factor in reduced deaths

Traffic fatalities and injuries in Quebec have dropped substantially since the introduction of compulsory seat belt legislation and lower speed limits in August 1976, according to figures released by Quebec Transport Minister Lucien Lessard.

In the first nine months the new laws were in effect, traffic deaths went down more than 20 per cent from the previous year. A total of 970 deaths were reported from August 1976 to April 1977 compared to 1,219 deaths from August 1975 to April 1976.

Traffic injuries during the first nine months fell to 28,018 down from the previous year's high of 33,036.

Although hesitant about attributing the lower figures exclusively to the new seat belt law and lower speed limits, Quebec transport officials regard both as prime factors in the reduction in traffic deaths and injuries throughout the province.

In an effort to increase public awareness of the benefits of seat belts the Quebec transport department launched a stepped up seat belt campaign beginning at the end of June and continuing through July. Theme of the campaign: "Tout le monde s'attache au Quebec" (Everyone buckles up in Quebec).

At the same time, police forces in Quebec announced plans to crack down on seat belt offenders.

Applicants get preview of new motorcycle test

Some 850 would-be-motorcyclists trying their "M" class test at Metro Driver Examination Centre in Downsview during July and August got something extra for their money — a sneak preview of what could be the motorcycle test of the future in Canada.

The "M" class applicants were participants in a research project conducted by Transport Canada in co-operation with the Ministry of Transportation and Communications aimed at evaluating the effectiveness of a tough, new motorcycle test currently being field-tested in California.

All applicants were asked to take both tests — the regular "M" test and the new.

Results from the new test were recorded for comparison purposes only. They had no bearing on whether or not the applicant received an "M" class licence.

For most of those who tried it, the new test was a challenge — and a revelation.

In the words of Hal Allison, one of the MTC examiners involved: "With this test you can really see the difference between the people who can handle their bikes and those who can't."

Described as an "improved skill test", the new test was developed in the U.S. by the National Public Services Research Institute.

It represents what is essentially the first new concept in motorcycle testing developed in 50 years, said Stuart Munro of T-C. Munro, considered one of the foremost authorities on motorcycle testing in North America, was involved in its creation.

"Most motorcycle tests throughout North America — like Topsy — 'just grewed'. They were designed about 50 years ago. And all the tests that came later were patterned on them. But things were different then. There wasn't as much traffic. Motorcycles weren't as

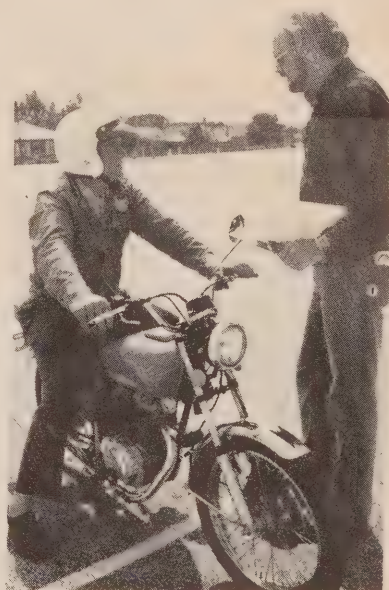
fast. It was a whole different scene," Munro said.

In designing the new test, the NPSRI studied reports of motorcycle accidents and built a test around the skills required to survive such accidents, he said.

Basically, it consists of nine parts or exercises, including:

- (1) standing and moving up a hill;
- (2) making sharp turns;
- (3) accelerating on a turn;
- (4) slowing in a turn;
- (5) normal stop;
- (6) turning speed selection (i.e. controlling the bike through a turn at a reasonable speed);
- (7) quick stop;
- (8) obstacle turn or hazard avoidance;
- (9) quick stop on a curve.

As far as Eric Floden, a T-C motorcyclist,
(Continued on page 7)



MTC examiner Hal Allison (left) tries out the new test under the supervision of Eric Floden of Transport Canada.

Waterloo police concerned with bicycle safety

"What's the matter?"

"You just broke the law."

"Who, me?"

"Yes, you just made an improper turn and I'm going to have to give you a ticket."

Sound familiar?

It should — it's an everyday occurrence in cities across the country. But in the Region of Waterloo the traffic offender is 10 years old and his mode of transportation, a bicycle.

It's all part of a stepped-up campaign initiated last June by the Waterloo Regional Police. The idea behind the program was conceived by the four members of the Safety Branch of Waterloo Regional Police and their Chief, Syd Brown.

The plan is simple. The officer presents the young traffic violator with a two-part ticket. One part is retained by the officer. The other is given to the child to take home for his parent's signature.

According to one of the Safety Officers, Constable Ross Wayne, this is



Constable Wayne "tickets" bicyclists Mary Cote and Greg Cote for riding double. (Actually Mary and Greg are just posing for the picture.)

the most important part of the program "because it makes parents aware of the child's unsafe bicycling habits and the need for safety instruction."

The signed ticket must be returned to the police station within five days. If it isn't returned, the police call the parents to inquire whether they are aware their child has committed a traffic violation.

If a young offender continues to disregard safety rules and receives three citations for various violations, his name is given to the youth bureau for processing.

Some of the most common violations

are riding double, trick riding, improper turns and driving on the wrong side of the road.

Any one of these could lead to a serious accident or permanent disability, which is why the Waterloo Regional Police are striving to instill a knowledge of the rules of the road and a respect for the law in these young people.

Constable Wayne feels the program is a huge success, even better than anticipated.

"Personally, I have found that the attitude of the cyclist has improved 200% since the inception of this program," he said.

Tots can't cope with traffic

By Lucy LaGrassa

It is rush hour and the traffic is heavy. Joey wants to get across the street to school. But he's afraid. The cars are too big and they go too fast. Mommy isn't there to help him across.

There are many Joeys who can't cope with a traffic situation. Up to the age of seven, most children do not understand the dangers inherent in traffic.

And parents over-estimate their child's abilities. They often send a child to the store, and tell him or her to hurry, without realizing their child may not be capable of running the errand safely.

Children are naturally limited in their ability to handle traffic situations. They are small compared to cars and trucks and can be easily overlooked. And children are too often frightened by the speed and overwhelming size of vehicles.

The meanings of "dangerous"

and "safe" are not understood by children. They are not mentally equipped to decide the safe way to cross the street in a difficult traffic situation.

But what Jean St. John's grade two class at Downsview Public School does understand is that "safe" is good and "danger" is bad.

So to be good, they follow the safety rules without really understanding why they look both ways before they cross the street. And they associate bad traffic accidents with "danger".

For example, one child associated dangerous with the time she "saw someone cross the street without looking, at Keele Street, and she got her head cut".

Another child thought it was dangerous when "my friend did a J-walk and broke his leg, then broke his arm".

Children can sit in a classroom and repeat the safety rules but it does not mean they understand them. It is the parents' responsibility to set an example and reinforce

the rules to illustrate the meaning of "safe".

If mom and dad don't look both ways before they cross the street, or if they ride their bicycles at night without a light, or if they don't walk their bicycle across the road, their children will more than likely follow their bad example.

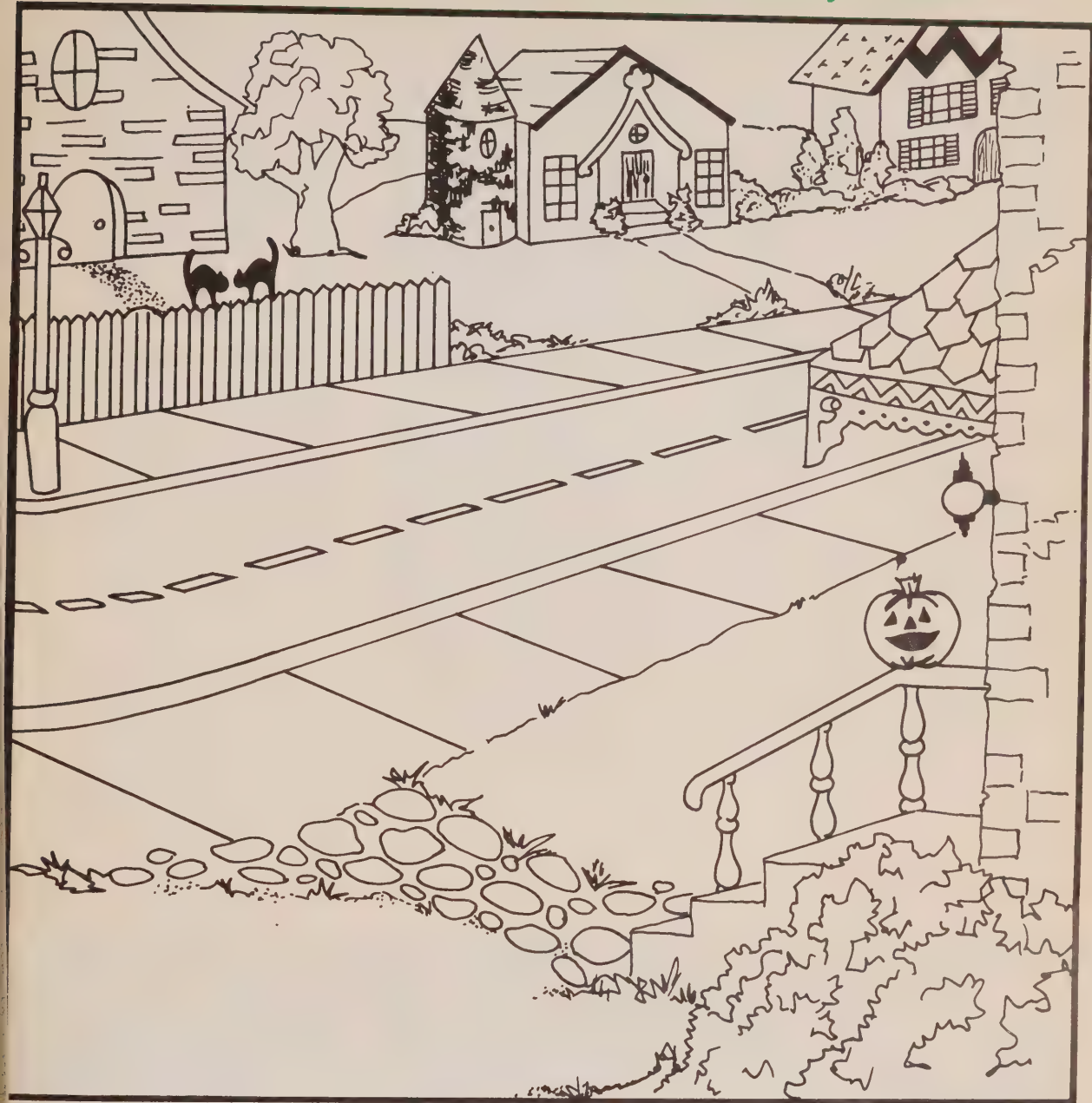
It is also the parents' duty to ensure their children's safety. Allowing them to play on the street is like letting them play with fire. One child in Jean's class didn't see anything wrong with playing hockey on the street because his mother allowed it.

When small children are playing near streets they need supervision. One grade two child said, "My friend's baby was on the road and a car was coming. I called my friend. The baby was going to get run over."

So if you are a parent be sure you are there when any small children have to face a traffic situation. Help them get across the street. They can't do it alone.

Kids! Have a safe Halloween

Colour me and read the safety rules



Peter Pumpkins

SAFETY TIPS

Recommended by the
Canada Safety Council

1. Wear a costume that is a light colour. Decorate it with reflective tape or fluorescent paint. Drivers will see you more easily in the dark.
2. Use make-up to paint your own Halloween face. If you use a mask, make sure the eye-openings are big enough to see to the sides.
3. To be really safe, carry a flashlight.
4. Call on one side of the street then the other. Don't criss-cross the street.
5. Young children should go out with an adult. Older kids should trick-or-treat in groups.
6. Ask your parents how far to go from the house and at what time to be back.
7. Don't go inside strange houses.
8. Let your parents check your treats before you eat any.

Halloween is the time for good, safe fun. Don't damage other people's property.

Simcoe Rescue Squad . . .

Difference between life and death for

By Gail Rigby

It'll never happen to me you say.

Out for a Sunday drive or on the way to the cottage, suddenly the oncoming car swerves out of control and rams your car.

The battering and crunching of metal never seems to stop. The cars collide, then rebound off guardrails and other objects. Your mind is frozen, trying to comprehend what's happening as the car finally comes to rest.

Coming to your senses, you try to move. But the pain in your chest won't let you. You're trapped. The steering wheel is jammed against your chest and your legs pinned under the dash. You begin to panic, you can't breathe and you feel something wet and warm trickling down your face and neck.

Finally — the sirens. "Thank God, help me!"

A policeman tries the car doors. They won't budge. He summons the tow truck men. Using crowbars they try to pry the doors open, still no luck. They attach winches and cables trying to pull the car apart. With every jolt, the pain worsens; you pray for unconsciousness — or death.

The ambulance men, with life sustaining equipment only a few feet away, wait — helplessly, unable to reach you. And the rescue attempt continues for what seems like hours.

Your chances of surviving? Slim.

"Just a few minutes can make the difference between life and death," says Gary Joice, county co-ordinator of the Simcoe Rescue Squad. "If a victim is pinned and has internal injuries, by



Gary Joice

jolting him around, you're adding to injuries. And the longer a victim is trapped, the more chance of shock setting in and complications of that shock."

Victims would go on dying needlessly, trapped in vehicles or under machinery, if it wasn't for concerned people like Joice.

A former OPP officer and full-time Barrie fireman, he has felt this frustration many times.

"As an OPP officer, I once responded to an accident on Highway 11. It was December 4, 1974. I had a woman trapped in her car which was pinned under a truck. We battled for two and one-half hours trying to free her. We broke wrecking bars and winch cables on the tow trucks. Nothing was working. At one point, we had both tow trucks pulling in opposite directions trying to get her out."

"Ironically enough, a salesman came along that sold rescue equipment and knew how to use it. He stopped and asked if he could give a hand. Within 10 minutes of his arrival, he had her out. And we had been battling for so long."

Joice became acquainted with the Quinte Rescue Squad when he was stationed with the OPP in Belleville. In 1975, he accepted a job offer with the Barrie Fire Department.

After doing some research on the Barrie area, he found that for every accident they have in Belleville, five occur in Simcoe County.

"On an average summer day," said Joice, "there are 40,850 cars on this section of 400 at Dunlop Street. And there are many other arteries coming into the area. That adds up to a lot of cars. So the need was there."

After approximately two years of background research, Simcoe Rescue Squad was officially launched in August, 1976, under the sponsorship of the Vespra Fire Fighters Association, also a volunteer organization, which was used as the constitutional back bone of the squad.

This is not a fly-by-night operation. It has taken a lot of thought, planning and dedication. They have received their incorporation as a non-profit rescue service with no boundary lines. A board of directors was elected, also a group of advisors chosen with representatives from county, police, fire, ambulance and medical staff, plus Canadian Armed Forces training personnel. And 80 volunteers.

Their dedication and training is geared to a very professional level. They



The Simcoe Rescue Squad's lead truck is equipped to handle any emergency.

apped victims

are able to respond to any situation involving farm, construction, industrial, home or motor vehicle accidents.

Before deciding to volunteer, each person is made aware that he or she could be required to put in 10 to 20 hours a week — and sometimes 50 to 60. Basic training alone consumes 350 hours. The screening is tough. All members must fill the standards of their motto, "A Desire to Serve, The Ability to Perform, and The Courage to Act."

"We don't want the red-light-syndrome type of person," said Joice, "people who only join because they get a thrill out of driving a truck with the lights flashing, or those who get a kick out of the blood and gore."

All members, if accepted, are put on six-month probation.

The squad also shows no discrimination to sex. While registered nurses on the squad are learning to scale a multi-story building, their male counter parts are learning how to console a child removed from a trapped situation.

Still, Joice has gone from one major frustration to another trying to raise funds.

Funding is dependent upon many avenues. The initial requirement is public support and commercial and industrial contributions. This, in turn, places the squad in a position to request consideration via government funding.

The plan is to set up units in five different locations. The main one is at Midhurst, which is now operational after receiving its lead truck; Tottenham, also operational with a smaller truck and, eventually Midland, Stayner and Orillia.

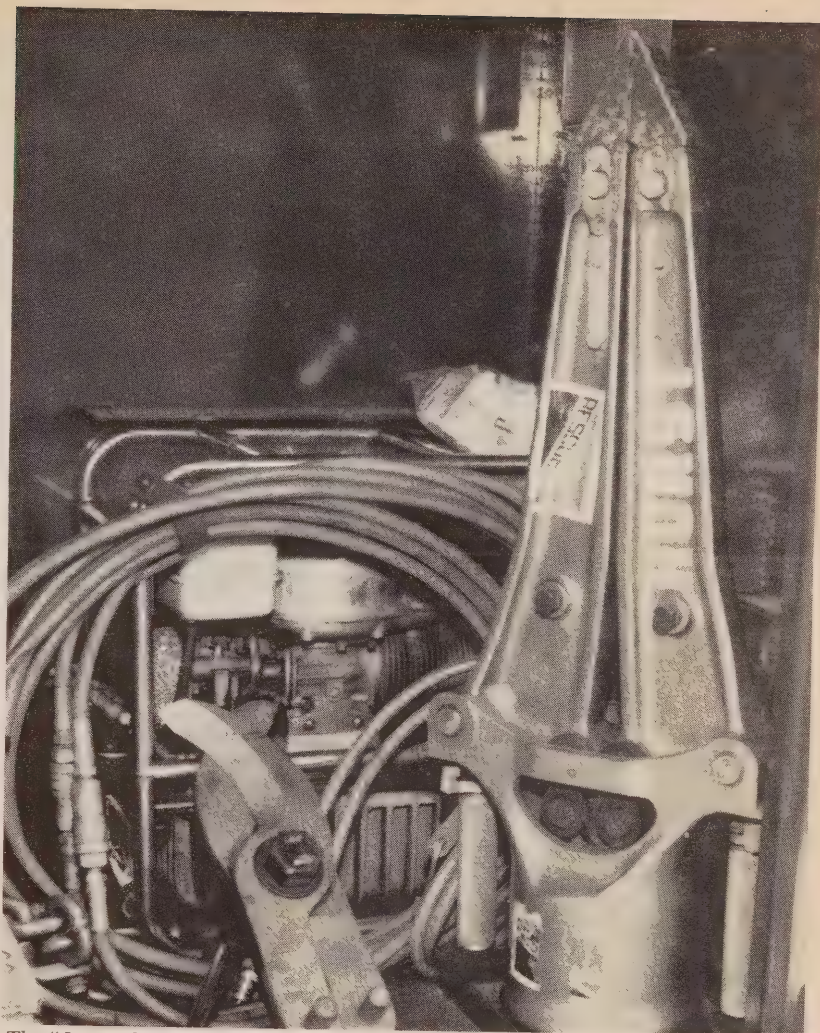
The main truck alone cost \$55,000 and the smaller \$25,000 each. And there are 260 different items required, including the "Jaws of Life" valued at \$8,000 per set.

The "Jaws of Life", officially a Hurst Rescue Tool is a one-man, hand-held, portable unit that can open up vehicles as effectively as a can opener handles a tin can.

As of Aug. 1 the rescue Squad's assets are valued at approximately \$35,000. They need \$125,000.

Little five-year-old Dougie O'Toole realized how important a service such as this would be. After hearing the radio and TV promos, Dougie saved up his pennies, a grand total of 67¢ and donated it to the squad. Dougie is now the honorary mascot.

The Ford Motor Company offered



The "Jaws of Life", the Rescue Squad's most expensive piece of equipment, can open up a wrecked car as effectively as a can opener handles a tin can.

assistance by supplying their trucks at dealers cost as well as a car to raffle — again at cost. Ford went one step further, donating \$2,000 from their corporate contribution committee.

Radio Shack of Canada donated \$5,000 worth of electronic equipment needed for their units.

Don Harron, actor and well-known radio and TV personality, threw his support behind the squad as honorary fund raising chairman with his portrayal of Charlie Farquharson.

The Simcoe County Board of Education leased them a former school, complete with five acres of land for \$1.00 per year to use as a headquarters and training centre.

Then there was a Canada Works grant which allowed them to hire five people for 40 weeks to be used as administration and clerical staff.

The membership felt so strongly about this project, they bought their first set of "jaws" and the lead truck on a bank loan, enabling the training to be

continued side-by-side with fund raising.

The volunteers use money out of their own pockets to attend rescue training courses in the United States. And if they are injured while responding to a call, there is no compensation.

Joice sees their operation as a pilot project for all rescue squads in Ontario. He would like all training, equipment, rules and regulations standardized. Rescue squads, he feels, should be built with a minimum amount of equipment in conjunction with adequate training to use it. Necessary surveys and district investigations should be done to find out which areas warrant a squad — and the best place to base it.

Simcoe Rescue Squad is a registered Canadian Charity with tax exempt receipts issued for donations.

For donations or further information, write to:

Simcoe Rescue Squad Inc.,
Midhurst, Ontario, L0L 1X0
(705) 737-3738

"Soft" roadsides give drivers second chance

(Part II)

A rain-slicked road. A curve taken too fast. And suddenly you're out of control, heading straight for a lamp standard by the side of the road.

A collision is unavoidable. But just how serious that collision will be depends on one important factor: Does this highway have a "forgiving roadside"?

If it does, chances are good you'll walk away from that crash uninjured.

On a highway with a "forgiving roadside", most seemingly rigid fixed roadside objects have, in fact, been treated or softened so they break easily on contact.

In the case of the rapidly approaching lamp standard, it probably means the post itself is built in sections like stove pipes or is erected on a "frangible base" designed to collapse or break away on impact.

The result? A softer impact and less chance of injury for you.

Hazard elimination

"Softening" obstacles such as lamp standards that must be at the roadside is an important part of the Ministry of Transportation and Communications' roadside hazard elimination program, said program chief Joe Gleason.

In many cases, engineers have found that this can be accomplished relatively simply, he said.

For example, holes drilled at the base of large signs mounted on heavy wooden posts generally weaken the posts enough so they will give way easily.

The same principle holds true for larger signs too heavy to be supported on timber posts, he said.

Some six or seven years ago, MTC crews "treated" the large blue signs identifying the Macdonald-Cartier Freeway by sawing partially through the bolts holding the steel columns to the concrete bases.

Now if one of the signs is struck, the bolts give way and the sign simply topples over — a much less serious impact for the car and its occupants.

In the case of other large signs, special metal supports hinged in three places are also being used to replace formerly rigid, metal supports.

There are, however, roadside hazards that *can't* be safely softened, Gleason pointed out.

Fixed objects such as bridge supports or abutments obviously have to be constructed as solidly as possible.

Instead, these objects have to be protected with guiderails or crash



A Fitch barrier system is used to protect a potentially dangerous "bullnose".

cushions which will redirect or contain errant cars that leave the roadway.

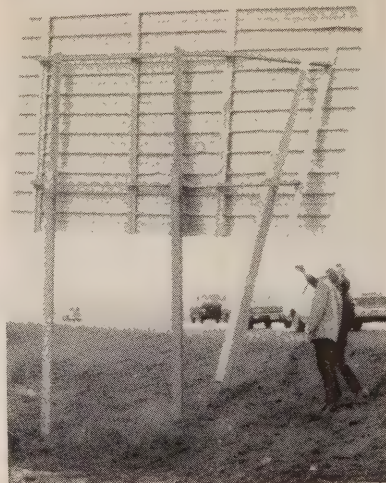
The problem is, Gleason said, the guiderail itself can prove a serious hazard especially if the wrong guiderail system is chosen.

A good example is the post and cable guiderail system (now generally a three-cable rather than single cable system).

In this system, the cable bulges and restrains the out-of-control vehicle.

Still within the bulge, the vehicle continues to move down the road breaking off posts until eventually it stops.

What the engineer who uses a cable guiderail must be aware of, however, is that a car can penetrate a post and cable system by as much as 10 feet, Gleason said.



A "breakaway" sign shows the effects of a recent encounter with a Volkswagen. The car escaped with a few bad dents.

Thus, if the system is used in the narrow median of a highway it will not prevent the car from encroaching on the oncoming lane of traffic.

"There are some places you can tolerate that deflection and some places you can't. If you can't tolerate deflection, you need a more rigid form of barrier such as the box beam or steel beam," Gleason said.

But even rigid guiderails present a roadside hazard, said Les Kelenyi, an MTC design engineer who has been involved in creating highways with "forgiving roadsides" for over a decade.

Probably the main problem with guiderails of any kind is the "impact exposure length", he said.

For instance, it is often necessary to install as much as 200 feet of steel beam guiderail to protect a single lamp standard adequately.

Not surprisingly, Kelenyi and other design engineers consider guiderails a means of protection that should be used only as a "last resort".

Fortunately, there's a less hazardous ... and more effective ... alternative means of protection available, Kelenyi said.

The alternative, called an "energy crash cushion" has been in use in Ontario since 1970.

Fitch barrier

The most widely used energy crash cushion is the system called the Fitch barrier — sand-filled plastic barrels grouped around the immovable object such as an abutment.

The Fitch barrier is designed in such a way that a car hitting it at a certain speed can decelerate and come to a stop before striking the obstacle.

Significantly, the average impact exposure length of a Fitch barrier system is only 20 to 25 feet (compared to the 200 feet of guiderail required to do the same job).

A similar crash-cushion system called the Texas steel drum system — empty drums lashed together with cable — has proved almost as effective as the Fitch system, Kelenyi said.

Building safer roads and *roadsides* is a constantly ongoing process, he emphasized.

As new means of constructing more "forgiving roadsides" are developed, safety standards for roadsides will continue to improve.

"We have more good, safe standards today than in the past and this attitude is certainly not going to cease. We are still developing new and, hopefully safer standards," Kelenyi concluded.



Shirley Mifflin mans the REACT base station.

Concerned CB'ers use airways to help out motorists in distress

By Sharon Bagnato

If the word CB'er conjures up visions of hot-doggin' truckers filling the airwaves with "Breaker, breaker, watch out for Smokey the Bear!" — then you're in for a pleasant surprise.

Because there's a group of concerned and dedicated people down Kent County way who are using the airwaves to assist motorists in distress on Highway 401.

They belong to an organization called REACT, which stands for Radio Emergency Associated Citizens Team.

REACT was formed to provide liaison between CB'ers and local radio emergency organizations such as police and fire departments.

A group of people drawn from almost every profession, from teachers to carpenters, got together after last year's devastating snow storm to form the Chatham-Kent County group of REACT.

According to Ken Oakley, spokesman for the group, they work holiday weekends to provide a service to the motoring public and other CB operators using the 401.

"We're also trying to enhance the public outlook toward CB operators by instilling the proper usage of citizens bands," says Oakley.

There are two REACT teams in the Kent County area — Chatham and Kent County; and Maple City (Maple City is a nickname for Chatham).

Each group has a membership of about 50, mostly husband and wife teams.

Oakley says, "Each individual member joins for their own reason. One is social — a fellowship with people who have the same interests."

The groups take to the highway on holiday weekends using channel 23, as well as listening for calls on channel 9 which is the recognized emergency channel.

"They pass on road reports to the OPP and help out wherever they can," said Oakley. Most of the problems they encounter involve blown tires and broken water systems.

Of course all this isn't possible without a base station and Chatham-Kent County REACT's station is located about one mile north of the 401 near the number 40 interchange and is manned by Shirley Mifflin.

Mifflin takes approximately 150 calls during each 10-hour period. It keeps her hopping, calling tow trucks, police and occasionally ambulances.

Their efforts haven't gone unnoticed.

According to community services officer constable Peter Baker of the OPP Chatham detachment, "They're doing a good job. And it's a benefit to us, because if they're out on the road helping motorists it means we have more officers available to patrol roads and handle serious accidents."

New motorcycle test

(continued from page 1)

cle safety consultant involved in monitoring the results of the tests at Downsview is concerned, the nine exercises cover basic skills necessary to survive on a motorcycle.

"I tried an experiment and within 2-1/2 miles on a city street I had to perform all of these exercises — except starting on a hill," said Floden, a biker with almost 10 years experience.

Maruta Davy, another MTC examiner involved in administering the test agreed: "Obstacle avoidance, quick stopping — you use them all on the street. Your tight turn, for example, is everytime you do a right turn at an intersection."

"I feel the standards of this test reflect accurately what is required of a biker on the road," Floden said.

They are, however, standards many riders are not prepared to meet judging by the performance of the Downsview applicants, he added.

Only 40 per cent of the applicants who tried the new test at Downsview passed it.

But that exceptionally low pass rate is probably not an accurate reflection of either the difficulty of the test or the candidates' true abilities, said Stuart Munro.

First, the test was totally unfamiliar to the majority of the applicants, Munro said. At the same time, for purposes of the project, the pass level was set very high.

When the test is used as a normal part of the licensing procedure, Munro said he estimated a pass rate of about 75 per cent.

Final results of the Downsview evaluation won't be known until next summer. As a follow-up to the testing this summer, all applicants involved who passed their "M" test successfully will be contacted by telephone in a year's time.

The purpose? To see if there is any correlation between performance on the new test and actual driving performance.

In the meantime, other provinces across Canada are getting a chance to see how the new test works. A T-C sponsored team is currently moving across the country, staging demonstrations of the new test for the registrar of motor vehicles and staff in each province.

Response, so far, has been "very positive", Munro said.

If any province expresses an interest in introducing the new test, Transport Canada is prepared to provide assistance, he said.

NEWS BRIEFS

CANADA: A 30 per cent decrease in the national road fatality rate from 1973 to 1976 was reported at a meeting of federal and provincial road safety officials. Measures which have contributed to this decrease, according to officials, include: increased public awareness of the benefit of seatbelts; stiffer penalties for impaired driving under the Criminal Code; reduction of speed limits in several provinces; systematic removal of roadside hazards; and stricter safety standards for motor vehicles. This downward trend in fatalities occurred at a time when the number of vehicles and the amount of travel on Canadian highways was increasing.

U.S.: A new safety device dubbed a "nagging machine" by reporters has been perfected by Ford Motord Co. engineers and could be in use in cars by next year. Officially called an 'electronic voice synthesizer' the device fits under the hood of the car from a loosening wheelnut to a nearly empty gas tank, sensors detect it and a prerecorded voice warns the driver over the car radio.

NETHERLANDS: An audible signal alerting blind pedestrians that a traffic light is about to change is being manufactured here. The device, which is installed in traffic light control boxes, buzzes loudly when the light turns red.

Coming events

Nov. 20-22 — Ontario Trucking Association annual convention, Toronto, Ont.

Nov. 28-29 — Advanced Techniques in Fleet Safety Management, 2-day conference, Ontario Safety League, Toronto, Ont.

Dec. 1-7 — Safe Driving Week.

ontario traffic safety

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*Hon. James Snow, Minister.
H. F. Gilbert, Deputy Minister.*

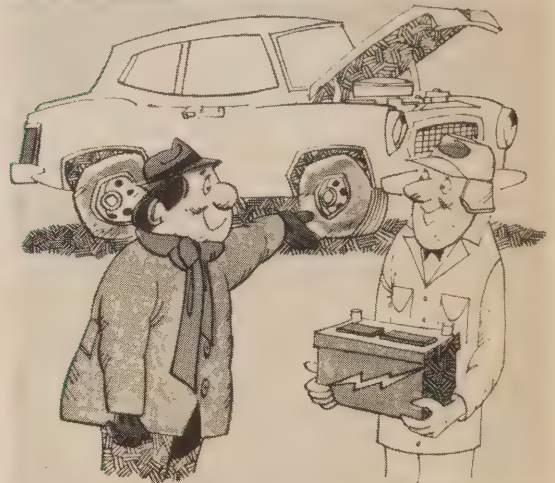
Editor: Robin Burgess.

Get a head start on winter

The time to get your car ready for winter is now ... before the temperature starts to drop.

And getting ready means more than just an oil change and an antifreeze check. It means a complete tune-up and inspection. Remember:

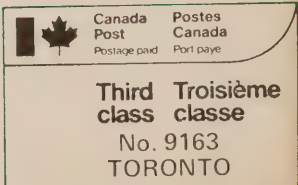
- You need a hot battery for cold morning starts. Get a charge, or maybe it's time to invest in a new battery.
- Check your tires. Regular tires should have a good tread for the bite you need in snow and ice. If you use snow tires, put them on with the first snowfall warning. Keep chains in the trunk if you must contend with severe conditions.
- Be sure to have your entire exhaust system checked for leaks. Carbon monoxide is a killer, and even a small leak in the system could be serious. Never warm up your car in a closed garage.
- Have your brakes checked and serviced if necessary. Equalized braking on all wheels is vital to avoid a skid on slippery roads.
- Be sure to carry emergency safety gear: ice scraper and snow brush, booster cables, flares, shovel, sand, extra windshield washer fluid.



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Ministry of
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ontario traffic safety

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RIDE 24 hours a day



Constable August Sapinet checks a driver at one of the 100 spot-check sites in Etobicoke.

A REMINDER

Safety spot-checks will be conducted throughout all of Ontario during the holiday season.

Metropolitan Toronto Police start their Safety Campaign December 1st through to January 1st.

Operation RIDE is rolling. During October—Operation RIDE, started a 'round the clock Etobicoke patrol against drinking drivers—which resulted in police checking more than 19,000 cars.

And impaired charges were laid against 65 drivers while another 53, who had consumed minor amounts of alcohol, were warned.

These charges were laid in addition to those levelled against 306 motorists and charged with impaired driving by police assigned to normal traffic and protection patrols.

Operation RIDE is the result of a joint effort by a concerned citizens group, the Etobicoke Safety Council (ESC) and the Addiction Research Foundation (ARF).

With the co-operation of the police, the ESC provided the impetus which initiated this year-round campaign known as Reduce Impaired Driving in Etobicoke, or simply RIDE.

Police have chosen more than 100 spot-check sites in the borough. Each spot-check cruiser carries a large illumi-

nated RIDE sign on top. Approaches to the waiting cruisers are marked by signs.

When stopped by the police officer, drivers are asked for their licences and insurance registration, then given a pamphlet explaining the RIDE program, as well as information on alcohol abuse.

However, if the officer suspects the driver is intoxicated, he or she is given an on-the-spot test with the new ALERT device (a portable breathalyzer). If the results are positive, the driver is taken to the police station and the test repeated on a more sophisticated machine.

One of the policemen conducting the spot-checks, P. C. Sapinet of No. 2 Traffic said, "I think it's going to work out well, and most people are quite pleased with it. In fact, some have been stopped up to three times and still think it's a good idea."

RIDE is a facsimile of the Alberta Check Stop program except it is the first time a community has attempted to do it on its own.

(continued on page 8)

Wishing You
a Safe
and Happy
Christmas!



From left to right: Jeff, Jennifer, Julie, Jamie, Mrs. Snow and the Honourable James Snow, Minister of Transportation and Communications.

In 1903 they cost us \$2

They used to cost \$2 and were primarily a means of identification.

Today they can go as high as \$80.00 and have become a major source of revenue for the Province.

What are they? Every automobile has two of them — licence plates.

Since 1903, when there were only 178 issued, the licence plate has undergone many changes.

Originally they were made of patent leather with aluminum numbers and looked more like badges than plates.

The leather badge disappeared in 1905 and was replaced with one constructed of black rubber with white figures. It was supposed to last the lifetime of your vehicle. It didn't. Soon government designers were back at work, planning something more appropriate.

In 1911 they came up with a type of plate we're familiar with today — it was enamelled metal about 12 by 6 with white figures on a blue background.

Since then many different colour combinations have been used — black figures and white figures on backgrounds of silver, green, orange, yellow, grey, tan and our present blue.

The beginning of the "crown" series was in 1937 because it was the corona-

tion year for King George VI. To mark this special occasion, a vivid red plate was produced with white figures and two small crowns in each upper corner.

When it was decided to place the crowns on the 1937 plate, no specific type of crown was intended to be depicted. Symbolically the crown has always represented royalty and this was the intention of its use.

The crown, in different colours, of course, stayed on the following plates until 1948 when it appeared in a different form. This was a "little crown". What had happened to the old crown? No one really knew and it's doubtful if anyone really cared.

One of the new innovations with licence plates is the personalized plate — for a price. You can have any combination of three letters and three numbers — provided they are considered acceptable by Ministry officials.

In an effort to economize, the province decided in 1973 to produce permanent plates which were renewed each year by attaching a plastic sticker. This is still in effect.

In 74 years we've come from 178 leather badges to more than four million plastic stickers. Who said the automobile was just a passing fancy?



Lynda Dawson a clerk in the Licence Issuing Office at Downsview displays the new blue passenger stickers.

On Dec. 1, 1977, licence plates and renewal stickers go on sale.

This year, fees for motor vehicles with 4 cylinders or less are \$30; 5 or 6 cylinders cost \$45; and 7 or more cylinders will be \$60.

Any passenger car registered for the first time under this new fee schedule with an engine displacement over 6.5 litres (397 cubic inches) will cost \$80.

For the first time all residents, except corporations, of northern Ontario, will pay a flat fee of \$10 for passenger vehicle and motorcycle registrations.

Northern Ontario includes the Districts of Algoma, Cochrane, Kenora, Manitoulin, Parry Sound, Rainy River, Sudbury, Thunder Bay, Timiskaming and the area of the District of Nipissing lying north and west of Algonquin Provincial Park.

The deadline for purchasing the 1978 licence renewal stickers is February 28, 1978.

Sam the Safety Duck in new film

Disney's Donald is not the only duck who's made it big in the movies.

Another feathered thespian in search of fame is Ontario's own Sam the Safety Duck.

Sam's a veteran of two safety films — Sam Learns to Ride a Bicycle and Sam On the Buses. His latest, entitled Sam on Winter Safety, will be completed by the end of December.

Under the watchful eye of Geoffrey Frazer, motion picture producer/director for the Public and Safety Information Branch of the Ministry, Sam's career has prospered.

"Making a Sam film involves a lot of hard work and preparation" said Geoff.

"What we started with was a story outline after it was decided that Sam's latest adventure would deal with children and winter safety. And then we contacted the OPP for information concerning the types of winter accidents children are most likely to be involved in."

At this point, Geoff and his crew went on location — to Barrie — and with the

co-operation of the OPP, started filming.

The plot had Sam in an OPP helicopter along with Sgt. Bob Abra of Barrie Detachment. And from their vantage point high in the sky, they could see children playing in the snow — and how accidents occur.

(continued on page 6)



The OPP helicopter, piloted by Sgt. Abra of the Barrie detachment made a big hit with the schoolchildren during shooting of the safety film.

Highway Safety Committee's recommendations being studied

In a normal year, more than 200,000 reported accidents occur on the Province's roads, involving about 10 per cent of all registered motor vehicles.

As many as one family in 20 will have a member injured on the road each year, and one in 1,000 a member killed. In 1976, 83,736 persons were injured in 58,028 accidents on the Province's roads, and another 1,511 died in 1,265 fatal accidents.

Accidents on the roads are the fourth leading killed in the Province. They are the leading cause of death of younger people — 46.7 per cent of the victims in 1976 were under 25.

Select Committee on Highway Safety Final Report, September 1977

Licensing of driving schools, probationary licences for new drivers, eye examinations for drivers over 70 and a more rigorous system of inspection for school buses are some of the recommendations of the Select Committee on Highway Safety being seriously considered by the Ontario Government, said John Lane, Parliamentary Assistant to Minister of Transportation and Communications James Snow in a recent statement to the Legislature.

Calling his statement a "preliminary response to the final report of the Select Committee," Lane congratulated Committee members on their "most thorough investigations" and indicated which recommendations the government plans to act on immediately, as well as those which will receive further study and those which will not in all likelihood be implemented.

Lane noted that since the issue of highway safety crosses many jurisdic-

tional boundaries, consultation among the several responsible cabinet ministers will be required.

Snow will, however, be acting as spokesman for the government's response, he added.

In the area of testing and licensing, Lane said MTC is already developing the "photo-on-licence" and giving careful study to the introduction of probationary licences for new drivers — two Select Committee recommendations.

Another — compulsory eye examinations for drivers over 70 is also being considered favourably by MTC, Lane said. In that regard, MTC is "considering restricted licences for some older drivers for implementation at an early date."

Lane expressed reservations, however, concerning a recommendation that medical certificates be mandatory for motorists over 50 when renewing their drivers' licences.

"The practical implications in terms of benefits derived, inconvenience to the public and costs of administration give us cause for concern," Lane said.

In the area of driver training, he told the House that a joint MTC/Ministry of Education task force has been formed to develop and evaluate all facets of road user education.

The task force is currently developing educational materials on drinking and driving for young people.

At the same time, also in line with recommendations in the report, MTC has already begun to study the licensing of driving schools and developed upgraded personal qualifications for instructors, he said.



School buses came under close scrutiny of the Select Committee on Highway Safety.

Some of the Committee's hardest hitting recommendations are in the area of drinking and driving — identified in the report as the "most serious problem in road safety."

These include new restrictive guidelines for "lifestyle" advertising promoting alcohol; the raising of the legal drinking age to 19; and a proposal to give police powers to suspend for 24 hours the licence of a driver with a blood alcohol level of 50 to 100 milligrams of alcohol per 100 millilitres of blood as measured by a roadside breath tester.

All recommendations in this area will be given careful consideration by a second interministerial task force, comprised of officials of the Health, Attorney General's, MTC, Solicitor General's and Education Ministries, Lane said.

Old Man Winter warns "change your driving habits"

It's time to begin thinking about changing your summer driving habits to accommodate winter highways.

Why? Because winter driving has its own special problems.

The temperature drops, batteries and engines become balky. Deep snow and ice make the going rough. Early darkness, mist condensation inside windows, slush and salt on the vehicles all add to your difficulties.

Prepare Yourself Mentally

- Be patient when the driver ahead of you is stalled in traffic or stuck in snow. Remember you could be stalled. Or stuck.
- Drive with less speed and more care.

And don't forget pedestrians. Winter is rough for them too.

What To Do If You Get Stuck

- Don't gun it. You'll just get your car in deeper. First, turn the wheels from side to side to get the snow away from the front tires, then ease forward gently. A rocking motion... forward and back... will sometimes get you out. Be sure to read the Do's and Don'ts in your Owner's Manual.
- Sand or a piece of carpeting will give your tires an added 'bite'.

Skidding

- Don't panic if your car skids. Take your foot off the gas and don't brake.

Be prepared for a second skid in the opposite direction. Turn your wheels in the direction the rear of the car is sliding — then straighten out.

Braking

- Give yourself plenty of room to stop. In an emergency 'pump' the brakes rapidly. That way, you are more likely to avoid skidding and be able to steer out of trouble.

Stopping and Starting

- Always anticipate intersections and expressway exits. Remember they are probably extra slippery because of the 'polishing' effect stopping and starting has on snow and ice.

It's almost foolproof

MTC's computer aids in apprehend

By Naomi Callaghan

Hit and run.

The words immediately conjure up two very different pictures — one a helpless victim lying in the street and the other a terrified driver trying desperately to cover up his crime.

And one of the newest investigative procedures to be added to the police repertory involves a service provided by the Ministry of Transportation and Communications.

Through the computer service of Drivers and Vehicles' Systems Office of the Engineering and Management Systems Branch, small details can be used to trace the possible cars that might have been involved in the incident.

A partial licence number, the make of the car, color, body style, or year are among some of the details that can be used by the MTC computer to produce a list that can help the police narrow down the search for a wanted vehicle.

Actually, the police have been using the Ministry's vehicle files to trace vehicles used in criminal offences for a number of years.

But it was a long and labourious task. It could take up to 10 police officers, searching the files manually, anywhere

between 5 and 10 days to make a list of suspected vehicles.

Needless to say, this was only done as a last resort.

Now with the computer lists, this same task can be done in just one hour.

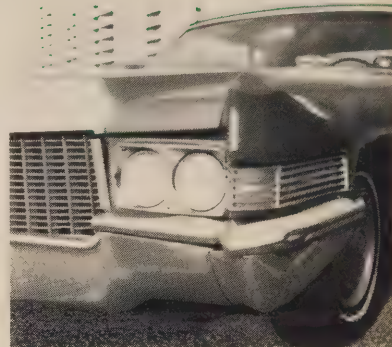
For example, a recent check of the more than five million licence plates on file turned up 22,000 vehicles with the same first two letters — the only clue police have in a case of attempted murder.

The total time, for this relatively extensive search, was one hour.

Police forces who have used the service have found it invaluable. Which is one of the reasons why MTC's Bob Keffer, co-ordinator of the program, recently received a citation from the Metro Toronto Police Commission.

Although primarily a tool of solving hit and run cases, it is gradually becoming known in other crime areas — to trace a vehicle used in a robbery, to find a rapist who uses a car to flee the scene and to check on a missing person who was last seen entering a certain type of vehicle.

Bob Keffer's group have assisted various police forces in approximately 25 cases since the system was first tried out about two years ago.



The fender may only have a small dent but paint or metal found on a victim can usually identify the year and make of a car.

"The more information we have," he noted, "the better the results and the fewer cars and owners that will have to be checked out."

Bob went on to point out that, while MTC can come up with a list, the police still have the painstaking job of checking out each car to determine which is the right one.

"Sometimes they get lucky and it will be the second or third car on the list, other times they have to go right down to the bottom."

In spite of the fact that the program is now reasonably successful — and Bob Keffer has the letters from various police forces to prove it — he admits that there are still a few "bugs" to be worked out.

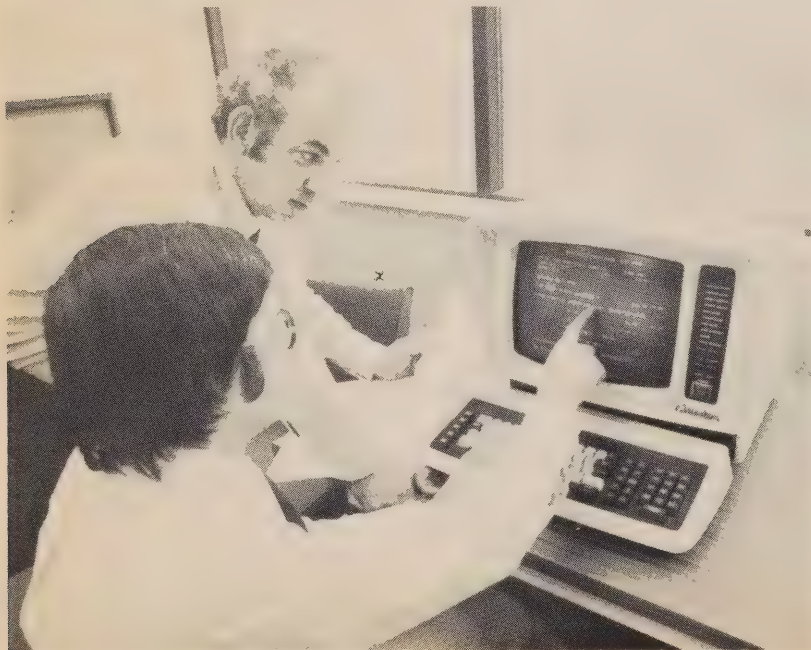
"We are trying to get together with the Ontario Police Commission, the Ontario Provincial Police and MTC to see if we can get the program refined to provide an even better service."

Some of the problems outlined by Bob were:

The need to incorporate postal codes in the addresses of owners to ensure a closer area search.

The need to develop some means of ensuring that people record a color change when they repaint their car. It is required by law but it is seldom reported.

And the need to establish a better means of reporting the make of a car. For example, there are 360 different descriptions and a Barracuda can be registered as a Barracuda or a Plymouth.



Details are fed into the computer and the results of the search are checked by Bob Keffer, left and Ron Stafford, right.

ng suspects

And Bob points out, "we have some way to go to perfect our program."

But, he conceded, it has come a long way from the first attempt to see if they could use the computer to carry out such a search.

"About two years ago," he recalled, "a co-worker, Ron Stafford and I were reading about a hit and run in the paper. It described the suspect car as a blue, 1974 Ford Falcon.

"It suddenly hit us — why couldn't we run the color, make and year through the computer and come up with a list of possible suspects. So we tried.

"I'd like to tell you that it was successful — but it wasn't. When Inspector Doug Chapman of the Metro Toronto Hit and Run Squad called and gave us the licence plate number and the name of the suspect — it wasn't on our list. And we never did find out why it wasn't.

"However, when we ran it through the computer a second time at a later date, there it was."

Fortunately they were not discouraged by this failure. As Bob pointed out "we saw the potential and so we called the Hit and Run Squad and Doug Chapman and four or five of his people came up to see what our operation could do.

"They were impressed, we were enthusiastic and the new program was born."



R.J. (Bob) Keffer, right, co-ordinator, Drivers and Vehicles Engineering and Management Systems Branch, Downsview was presented September 29, with a citation by Judge Philip G. Givens, left, chairman of the Metropolitan Toronto Board of Commissioners of Police.

In part the citation read "... is awarded in recognition of the excellent services rendered by Mr. Keffer's staff to the members of the Auto Recovery Squad's Hit and Run Section.

"The co-operation and assistance given by Mr. Keffer has definitely increased the efficiency and effectiveness of the hit-and-run investigators in bringing their investigations to a successful conclusion."

Case histories show effectiveness of computer

A number of case histories attest to the effectiveness of the service provided by Bob Keffer and his staff in the Engineering and Management Systems Branch.

Chairman Phil Givens outlined the following example:

"On July 7, 1977, a fatal accident occurred in which the suspect vehicle struck a pedestrian and fled the scene.

"The Centre of Forensic Science assisted in establishing the suspect's vehicle as a blue, 1975 Volkswagen Dasher.

"A computer search was requested from MTC and a list of all vehicles of this type in the Region of York was provided.

"Within a 24-hour period, the police located the wanted vehicle which had already been repaired."

The following is an excerpt from a letter to Mr. Keffer from V. Telford, Deputy Chief of Police, Staff Operations, Metropolitan Toronto Police.

"One investigation of a curious nature occurred August 22, 1976, in which a 15-year old boy had been injured. Through the use of your material, the vehicle (though since repaired) was located and the suspect apprehended The curious aspect, though coincidental, was that the vehicle wanted in this occurrence was the first one on the printout."

The Ottawa Police Force came up with the following report by Constable Andrew Avery.

It recorded the details of a hit and run in a pedestrian crosswalk. The victim managed to catch the licence plate number, make and color of the car but

unfortunately the information didn't check out.

Constable Avery went on to report that the correct plate was supplied "in very short order" and turned out to be one letter different from that remembered by the victim.

The suspect was charged as a result of an investigation of the registered owner of the vehicle.

Keffer reports another case that was highly successful as a result of using the computer.

"There is the case of the car that hit two kids on a cross-walk one night.

"The police found a small piece of metal in one of the kids clothing. The centre of Forensic Science determined that it came from a 1976 Oldsmobile.

"We ran a printout — and it turned out to be the third car on the list."

Methods to “slow down” rust process

Automobile corrosion is like a terminal illness. There is really no cure at all.

Yet, it's not quite as grim as it sounds. There are a number of remedies that can be taken to help prolong the life of that sleek, new, motor-car parked in the driveway.

“You are never going to eliminate automobile rust corrosion,” says Harold Fromm of MTC's Research and Development Division. “But, you can slow it down.”

Fromm is head of Technology Resources with the Ministry and author of Report RR135, an extensive study of the effects of de-icing salts and corrosion of auto-body steel.

To begin with, Fromm says, the best thing a car owner can do is have a good rust-proofing job done by one of the commercial companies who specialize in rust protection. That, combined with the rust-proofing provided by the manufacturer, should prevent serious rust problems from occurring for about five years.

He said special care must be taken to ensure that a thorough rust-proofing job is done by the company. All exposed — and hidden — metal surfaces subject to serious corrosion must be well coated with the rust-proofing compound.

“You're at the mercy of the applicator,” Fromm said. “If he does a lousy job, then your car is going to develop rust problems earlier than it should. Choose a reputable firm that will give you the best warranty, preferably one with an unlimited mileage guarantee.

“What I would do if I were having my car done is pull the inside door panel off after the work is completed to see that the door has been thoroughly coated. It's one of the most difficult, and necessary, places to spray the rust-proofing compound. If a good job has been done there, the rest of the car is probably in good shape.”

Another way to retard rusting, is to leave your car parked outside. Although it's more comfortable to jump into a warm car, a heated garage creates the perfect environment for auto-body corrosion.

“Don't keep your car in the garage if you're at all serious about preventing your car from rusting out,” Fromm said.

“The air is saturated with moisture because the ice and snow melts, forming pools of water on the floor. Under these



Harold Fromm, Technology Resources says, “you can't eliminate rust.”

conditions, all three rust-proofing elements — iron, oxygen and water — are present. Corrosion is inevitable.

“You are much better off to leave your car parked outside. If it's cold enough, the moisture will freeze and your vehicle won't corrode.

“Even under milder conditions, it's better to leave your car parked in the driveway because the moisture trapped underneath the car will evaporate at a much faster rate.”

Fromm said washing your car frequently will also help, but only if it's done with good, clean water and a powerful pressure hose that will dislodge the dirt built up in wheel wells and on the undercarriage of the car. A light spray just won't do — it only contributes to the rusting process by adding more moisture to the chemical reaction.

“Salt acts as a catalyst, accelerating the process,” he said. “By washing your car regularly with clean water you dilute the salt solution, thus slowing down the corrosion of your automobile.”

Sam the Safety Duck *(continued from page 2)*

In the film, they discuss the right and wrong ways of snowmobiling, tobogganing and the dangers of snowballs and road hockey.

Although film-making can be frustrating and slow because of inclement weather and scenes which just don't work, Geoff says one of their funniest moments came during the shooting.

They had landed the helicopter in Barrie to do one of the helicopter scenes and the weather was terrible.

“It was very cold and the wind was really blowing,” said Geoff.

“Lunch was uppermost on our minds but there wasn't anyone to meet us at the airport. Sgt. Abra suggested McDonalds which was ‘only a mile away’. Well, it was too cold and windy to walk — so, we took the helicopter and landed

He added that the most corrosive salt solutions usually run about four or five per cent.

Fromm warned, however, that motorists planning to reduce corrosion by washing their cars should avoid commercial car washes. Do it at home.

“Many of these places recycle their water, running it through a filter to remove the dirt. Make sure you ask the car wash attendant if they recycle their water. If they do, stay miles away. There's very little to be gained by washing your car with salty water.”

In some ways, it's a depressing story, especially when the technology exists to build a corrosion-free automobile. But then, as Fromm has so accurately pointed out, who wants a car that will last forever, even if you could afford it.

“I suppose car manufacturers could make a car virtually 100 per cent rust proof,” he said. “It would cost a lot of money, and there's the rub — maybe built-in obsolescence plays some part in the picture I don't know.”

in their parking lot. What a commotion it caused! Every kid for miles around came rushing out, pointing at us and yelling, ‘It's a Big Mac attack! It's a Big Mac attack!’”

All those eager, happy faces would have made a terrific ending to Geoff's film, but as it turned out he's confident his ending is the next best thing.

It depicts Sgt. Abra and Sam in the Helicopter in Forest Hill schoolyard in Midhurst.

Throngs of excited children laugh and wave goodbye to Sam as the helicopter, blades a-whirling and sending clouds of dust skyward, slowly lifts off the ground and fades into the horizon.

The Sam films have all been written, produced and directed by the staff of the Public and Safety Information Branch.

Dilemma! To pass or not to pass?

Do you get an overwhelming urge to pass — even if it's not really safe to do so — when you have to follow a large transport truck?

Or does the sight of a big rig looming up in your rearview mirror bring on a sudden attack of "lead foot" on the gas pedal?

If so, you're suffering from a phobia common to many car drivers. Something about the sheer size of those more than eye-level-high wheels makes you feel very uncomfortable.

According to the Ontario Trucking Association, however, sharing the road with a truck is no more difficult than sharing the road with any other vehicle provided you understand a few facts about trucks and how they operate.

When following a truck, always pay close attention to the truck's turn signals. Never assume that a truck which is moving left at an intersection is going to turn left or go straight, advises the OTA.

The reason is simple. What many drivers don't realize is that a truck approaching an intersection to make a right turn may move slightly to the left to avoid running the trailer onto the curb.

The impatient car drivers who take advantage of the temporary space created to the truck's right will be vulnerable to a "squeeze play" when the truck swings into its right turn.

Obviously drivers so anxious to get around a truck, who will pass "blind" are a menace to every other driver on the road.

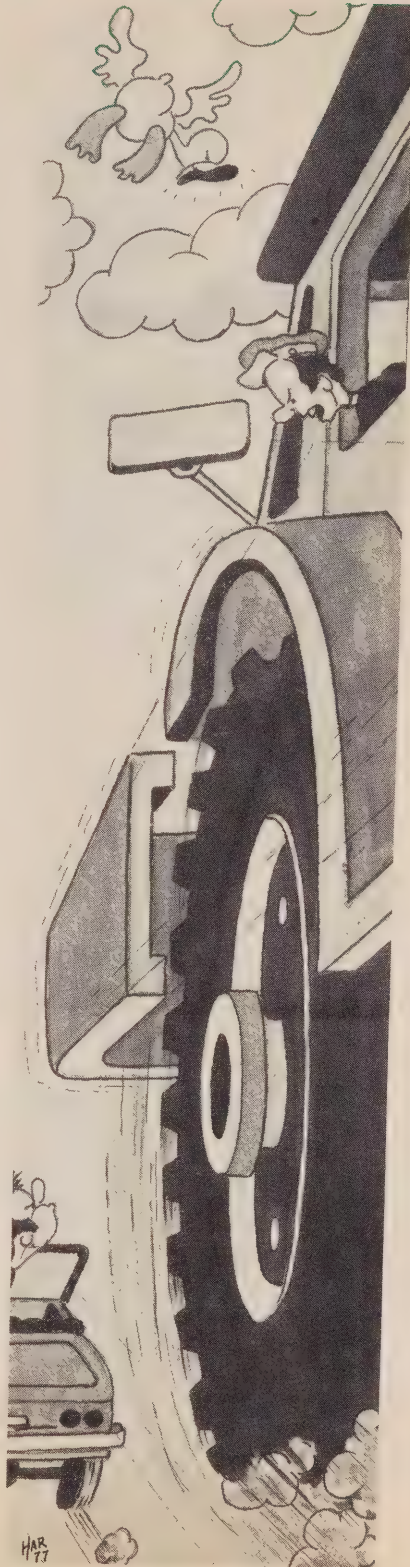
But almost as dangerous are the drivers so intimidated by the truck's size, they'll hold up traffic for miles rather than pass.

The OTA reminds those drivers that for the most part, the same rules apply whether passing another passenger car or the biggest rig on the highway.

The first step in a safe pass is to check the traffic front and rear. Don't pull out if you're being overtaken by traffic from behind or if there is traffic approaching. When moving into the passing lane give a short horn blast to let the driver ahead know you're passing.

A suggestion to keep in mind when passing a truck is to keep as far to the left as possible. That will help you avoid a sideswipe accident and reduce wind turbulence between the two vehicles.

At the same time, says the OTA,



remember that truck drivers work hard to get up to normal highway speeds, sometimes shifting through as many as 15 gears. For this reason, a trucker appreciates it if you maintain your speed after you pass.

There's another fact about trucks that car drivers should keep in mind as well, advises the OTA.

Since most large trucks don't have rear windows, many truck drivers must rely solely on side mirrors to get a look at what's happening behind him.

Thus truckers have a blind spot extending 12 to 15 feet behind the truck. The problems that a long blind spot creates are easily apparent, particularly when the truck is backing up. To avoid a backing accident, never try to cross behind a truck preparing to back up, unless the driver waves you through.

Pulling up too close behind a truck at a stop sign or signal light is asking for trouble, too. If the truck is on an upgrade it may roll backwards a few feet as the driver takes his foot off the brake and engages the clutch.

Always have at least one car length between your vehicle and the truck when coming to a stop behind a truck, says the OTA.

Tailgating, never a very bright idea, is particularly dangerous when the vehicle whose bumper you're hugging is a truck.

Due to the truck's size, your view of the road ahead will be almost totally blocked. You'll be forced to depend on the truck's brake lights for a signal that something is going on ahead — and that means a dangerously short reaction time, even for a driver with excellent reflexes.

When following a truck, or any other vehicle, your speed and following distance should be governed by road, other traffic and weather conditions.

Sharing the road with a truck does have a positive side too. For a motorist in distress, a trucker with a CB radio unit in his cab can be a friend in need.

If you need directions while traveling, the OTA suggests you stop at a truck stop and ask the truckers there for help. You'll be sure to find a driver who has come from the area you're interested in and he'll be glad to advise you, the OTA promises.

As professional drivers, truckers appreciate common sense and courtesy from the other motorists on the road. Treat a trucker with consideration, and most will be happy to reciprocate.

NEWS BRIEFS

ONTARIO: MTC's Winter Road Reporting Service went into operation on November 7. Up-to-date information on the condition of all provincial and secondary highways is available from the Road Information Centre in Toronto and the Ministry's 18 district offices. These offices are open 24 hours a day, seven days a week. The number to call in Toronto is 248-3561.

* * *

The Provincial Secretariat for Justice has published a series of booklets dealing with the nature and effects of some of the more common types of offences committed. One of these booklets entitled "Impaired Driving" may be obtained free of charge from the Ontario Government Book Store, 880 Bay Street, Toronto.

* * *

QUEBEC: The Ministry of Transport will issue only one licence plate per vehicle in 1978 in a bid to save about \$1 million annually. However, the move may drum up sales for some shops and sign manufacturers if motorists show an interest in displaying novelty plates. One ministry official said, "As long as they don't violate existing laws, such as obstructing headlights or being obscene, drivers are free to put whatever they like on the front of their cars."

* * *

U.S.A.: The State of Tennessee has passed a bill requiring that children under the age of four use passenger restraint systems effective January 1, 1978.



Rosemarie Co, a Grade 5 student at St. Gabriel School in Mississauga was one of the lucky winners in MTC's Annual Bike Draw at the CNE this year. There were more than 100,000 entries in the contest.

Other winners, all from Ontario, were: Tim Pritchard of Hannon; Darren Young, Mississauga; Vho Marci, Toronto; Samuel Desroches, Toronto; Barb Smith, Scarborough; Linda McManaman, Bolton; M.E. White, Peterborough and Dominic Cheung of Rexdale.

MTC film available

Chomping Charlie, Fleshbits Frankie and Munching Murphy are just a few of the characters featured in the film "The People Eaters" produced by the Ministry of Transportation and Communications for the Ontario Traffic Conference. The film warns young children of the dangers of playing near cars, buses, trains and various types of construction and maintenance vehicles.

To order copies of the film, contact Cathie Ball of the OTC at 37 King Street East, Toronto. Phone (416) 366-2721.

Coming events

Jan. 9-20 and Feb. 13-24 — Driver Instructor Courses, Ontario Safety League, Toronto.

Ontario Federation of Snowmobile Clubs — For information concerning driver training courses, costs and location of your nearest club, phone Jordan Station, Ontario 562-4992.

RIDE (cont'd from page 1)

Al Neild, Community Consultant with ARF says, "What we have here is a community which has latched onto an idea and said 'let's start at the local level and prove it can be done'."

He added, "it's unique. To the best of our knowledge it hasn't been done anywhere in the world. North America for sure, anyway."

Although the RIDE program has been in effect for only a short time, it looks promising, primarily because of the positive response from the public and the enthusiasm of everyone involved.

All of which has prompted Metro Police Chief Harold Adamson to consider expanding the program to other parts of Metro if the experiment proves successful.

ontario traffic safety

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